be unjust to the memory of the dead and false to my own sense of manhood.

My first acquaintance with the late Senator occurred in the summer of 1871. He was then a young man 32 years of age, full of vigor and acuteness, after service as page and Postmaster of the Senate, and with keen knowledge of public affairs, acquired in the office of collector of internal revenue in the fifth district of Maryland. I was a candidate for the office of governor of Maryland, and promptly discovered in him an astute political leader, and our friendly relations began at that period.

He came to the house of delegates for the session of 1872, while I was governor, and was made its speaker. The duties of that position he discharged with signal ability, and what he had learned in the Senate, in the official position he held between 1862 and 1869, rendered him able to discharge the functions of the speakership without embarrassment.

After the session of the legislature he was made president of the Chesapeake and Ohio Canal Company, in which the State had large interests, and for which position I rendered him all the aid in my power.

About the year 1879, owing purely to political differences, the association in party affairs which had previously existed between us was severed, and our paths in party conferences thereafter ran in different directions; but I can with satisfaction say at this day that our personal relations were not suspended up to the hour of his decease. On the contrary, whenever we met it was in the social and cordial way of former days. His private life was most exemplary, and his devotion to his home and his family won the admiration of his thousands of friends in his native State.

May he rest in peace!

And now, Mr. President, as a further mark of respect, I ask that the resolution I send to the desk be adopted by the Senate.

The VICE-PRESIDENT. The resolution submitted by the junior Senator from Maryland will be read.

The Secretary read the resolution, as follows:

Resolved, That as a further mark of respect to the memory of the deceased, the Senate do now adjourn.

The resolution was unanimously agreed to; and (at 5 o'clock and 7 minutes p. m.) the Senate adjourned until tomorrow, Saturday, February 2, 1907, at 12 o'clock meridian.

HOUSE OF REPRESENTATIVES.

FRIDAY, *February 1, 1907.*

The House met at 12 o'clock noon.

The Chaplain, Rev. HENRY N. COUDEN, offered the following prayer:

We lift up our hearts unto Thee, O God and Heavenly Father, in behalf of the Member whose companion has been taken from him in death, and unto whom and his motherless children our hearts go out in tender and loving sympathy. Let Thine everlasting arms be about him to comfort and support him and speak to him.

O Thou grace divine, encircling all,
A soundless, shoreless sea,
Wherein at last our souls shall fall,
Oh, love of God most free.

Speak to him, we beseech Thee, Thou who art the resurrection and the life, of that eternal home where families shall be reunited, and where sorrows and partings shall never come. And Thine shall be the praise, through Jesus Christ. Amen.

The Journal of the proceedings of yesterday was read and approved.

ORDER OF BUSINESS.

Mr. MAHON. Mr. Speaker, under the rules this day belongs to the Committee on War Claims. The committee does not wish to interfere with the river and harbor bill, and I ask unanimous consent that the day following the passage of that bill be given to the Committee on War Claims.

The SPEAKER. The gentleman from Pennsylvania asks unanimous consent that the day following the passage of the river and harbor bill may stand in lieu of to-day for business from the Committee on War Claims.

Mr. PAYNE. Mr. Speaker, reserving the right to object, I am unwilling to consent to that arrangement now. There are several other appropriation bills pending, and I think an arrangement may be made later by which we can set apart a day and observe a similar rule to that we had the other day in regard to claims, allowing the unobjectionable claims to be taken up. If this order requested by the gentleman from Pennsylvania is made now it will result in nothing but the waste of a day on the omnibus bill.

Mr. MAHON. I want to say to the gentleman that I have said to the gentleman from Illinois [Mr. Foss], chairman of the naval committee, that if he was ready with the naval bill after the passage of the river and harbor bill we would get out of his way. There will be no difficulty about that.

Mr. PAYNE. I think I shall have to object, Mr. Speaker, to this request now, but I think that an arrangement can be made later by which the gentleman will be enabled to get unobjectionable bills from the Committee on War Claims taken up.

The SPEAKER. Objection is made.

COMMUTATION OF HOMESTEAD ENTRIES FOR TOWN-SITE PURPOSES IN OKLAHOMA.

Mr. STEPHENS of Texas. Mr. Speaker, I ask unanimous consent for the present consideration of the bill (H. R. 24989) to provide for the commutation for town-site purposes of homestead entries in certain portions of Oklahoma.

The Clerk read the bill, as follows:

Be it enacted, etc., That when any citizen or number of citizens (not exceeding four) who have purchased homesteads in Oklahoma Territory under act of June 5, 1906, entitled "An act to open for settlement 505,000 acres of land in the Kiowa, Comanche, and Apache Indian reservations, in Oklahoma Territory," desire to found a city or town upon their said lands, it shall be lawful for them, at their option, to pay to the receiver of the land office of the district where their land is situated the full amount of the money remaining unpaid on their bid for their said land; and the person or persons so paying said money to commute their said homesteads shall at the same time file with the recorder of the county in which such city or town is situated a plat thereof for not exceeding 640 acres of land, describing its exterior boundaries according to the lines of the public surveys and of their homesteads; also giving the name of such city or town and a plat and description exhibiting the streets, squares, blocks, lots, and alleys, the size of the same, with measurements and area of each municipal subdivision, if any; the alleys, streets, public parks, and squares shall be designated, and the uses for which they are dedicated shall be given. Such map and statement shall be verified under oath by the party for and in behalf of the person or persons proposing to establish such city or town; and within one month after such filing there shall be transmitted to the General Land Office a verified transcript of such map and statement, accompanied by the testimony of two witnesses that such city or town has been established in good faith; a similar map and statement shall be filed with the register and receiver, and at any time after the filing of such map and statement in the General Land Office, together with the receipt of the receiver showing the aforesaid full payment of the bid made for such land, it shall be the duty of the Secretary of the Interior to at once issue a patent to the said land so paid for to the purchaser thereof.

The SPEAKER. Is there objection?

Mr. PAYNE. Reserving the right to object, I would like to hear an explanation.

Mr. STEPHENS of Texas. The object of the bill is this: Congress passed a bill on the 5th of June last opening for settlement 505,000 acres of land in Oklahoma. That land was to be sold to the highest bidder. It was sold recently and it brought $12 an acre on an average, some above and some below. It could not be sold for less than $5 an acre. It was sold under sealed bids. Since that time the railroad has been extended from my district in Texas in the direction of Lawson, one branch going 30 miles across this land to a town called Frederick. They find that there is no law permitting them to have towns along this route, or depots, or anything of that sort, and it is absolutely necessary that they should be permitted to pay the entire amount due on the land at one time so that a patent can issue. They bought the land on five years' time, paying one-fifth down and four other payments. They want the right to pay the other four payments and get the patents. Also they are required to live on it fourteen months under the homestead law before they can commute. This permits them to commute at once on the payment of the amount due.

Mr. PAYNE. As I understand the gentleman, all this bill does is to permit the people to pay the whole consideration at once instead of five annual payments?

Mr. STEPHENS of Texas. Yes.

Mr. LACEY. I would also state that these bids have not yet been filed and allotments made, but will be reported to the Secretary of the Interior in a few days. It only gives the option wherever they desire to lay out a town site by filing a plat and paying the full price of the bids.

Mr. PAYNE. I would like to ask the gentleman if this has been reported from the Committee on Public Lands?

Mr. LACEY. It has.

Mr. PAYNE. I am glad to notice that the land sold for a good deal more under sealed bids than $5 an acre.

Mr. LACEY. We don't know how much it has brought, but unquestionably it has brought more than it would if there had been a public auction and a combination of bidders.

Mr. PAYNE. I want to commend to the House the idea hereafter of selling land under the same rules and restrictions. I have no objection.

The SPEAKER. The question is on the engrossment and third reading of the bill.

The bill was ordered to be engrossed and read a third time, was read the third time, and passed.

FIXING BOUNDARIES OF LANDS ADJOINING COEUR D'ALENE INDIAN RESERVATION.

Mr. FRENCH. Mr. Speaker, I ask unanimous consent for the present consideration of the bill H. R. 24374, together with amendments, to fix the boundaries of the lands of certain landowners adjoining the Coeur d'Alene Indian Reservation, which I send to the desk and ask to have read.

The Clerk read as follows:

Be it enacted, etc., That following the boundary of the Coeur d'Alene Indian Reservation, in the State of Idaho, wherever the surveys of said reservation, as finally approved, make it appear to the Commissioner of the General Land Office that adjoining owners of land would be deprived of a portion of their land as said land appears described under patent, such an amount of adjoining land shall be granted from the reservation to owners of such adjoining land as will complete their respective tracts as defined by patent or entry.

With the following amendments:

In line 7, after the words "owners of land," insert the words "or entrymen."

In line 8, after the word "patent," insert the words "or entry."

In line 9, after the word "land," insert the following:

"Upon payment therefor at their appraised value, as provided in the act of June 21, 1906 (34 Stat. L., p. 335)."

Add the following proviso to the end of the bill:

"*Provided*, That the provisions of this act shall not extend to lands which are embraced in allotments made under the provisions of the act of June 21, 1906 (34 Stat. L., p. 335), or to lands in the use or occupation of any Indian having tribal rights on the Coeur d'Alene Reservation."

The SPEAKER. Is there objection?

Mr. PAYNE. Mr. Speaker, reserving the right to object, I would ask what is sought to be accomplished by this?

Mr. FRENCH. Mr. Speaker, the bill is simply a measure to correct the boundary lines between the prospective settlers that will be upon this reservation and the settlers who now own their land or have entered upon their land surrounding it. It has the unanimous support of the committee and of the Department, and it merely fixes a definite boundary line which will prevent future litigation over the exact boundary line between the two sets of owners.

Mr. STEVENS of Minnesota. This has the unanimous support of the committee?

Mr. FRENCH. Yes.

Mr. PAYNE. I have no objection.

The SPEAKER. The question is on agreeing to the amendments.

The question was taken; and the amendments were agreed to.

The SPEAKER. The question now is on the engrossment and third reading of the bill as amended.

The bill was ordered to be engrossed and read a third time, read the third time, and passed.

The SPEAKER. Without objection, the title will be amended by inserting, after the word "landowners," the words "and entrymen."

There was no objection, and it was so ordered.

ADDITIONAL LAND DISTRICTS IN ALASKA.

Mr. LACEY. Mr. Speaker, I ask unanimous consent for the present consideration of the bill (H. R. 25041) to provide for the creation of additional land districts in the district of Alaska, which I send to the desk and ask to have read.

The Clerk read as follows:

Be it enacted, etc., That there are hereby created two additional land districts, the boundaries of which shall be designated by the President, in the district of Alaska, to be known as the Nome land district and the Fairbanks land district, with the land offices located, respectively, at Nome, Alaska, and Fairbanks, Alaska.

SEC. 2. That the clerks of the district courts at Nome and Fairbanks shall respectively be ex-officio registers of the land offices at Nome and Fairbanks and the marshals of the said courts at Nome and Fairbanks shall be ex-officio receivers of public moneys for the Nome and Fairbanks land districts. Said officers shall perform the several duties of register of the land office and receiver of public moneys for the land districts with all the powers incident to such offices to the same extent as now performed by the register of the land office and the receiver of public moneys at Juneau, Alaska.

SEC. 3. That the said officers shall, in addition to their present compensation as clerk or marshal as provided by law, receive all the fees and emoluments allowed by law for their services as registers of land offices and receivers of public moneys for land districts under the land laws: *Provided*, That any fees or emoluments in excess of $1,500 per annum received by either such officials shall be paid into the Treasury of the United States.

SEC. 4. That the surveyor-general of the district of Alaska, under the direction of the Secretary of the Interior, shall furnish the receivers of said land offices a sufficient quantity of numbers to be used in the different classes of official surveys that may be made in said Nome and Fairbanks land districts to meet the requirements thereof, and upon application by any person desiring to have an official survey made the receivers shall furnish a number or numbers for such survey or surveys, together with an order directing a qualified deputy surveyor to make the same, and such application, order, and the fee required to be paid to the surveyor-general in the district of Alaska shall be transmitted to the surveyor-general: *Provided*, That all surveys thus made shall be approved by the surveyor-general as at present.

SEC. 5. That this act shall take effect and be in force from and after July 1, 1907.

With the following amendments:

Strike out the word "emoluments," in line 9, page 2, and insert "commissions;" and in line 12, page 2, strike out the word "emoluments" and insert "commissions;" and at end of line 14, page 2, insert the following: "*Provided*, That no other salary than aforesaid shall be paid to such registers and receivers."

The SPEAKER. Is there objection?

Mr. UNDERWOOD. Mr. Speaker, reserving the right to object, I would like to ask the gentleman from Iowa a question about the bill. Does this propose to give two offices to these men—that is, to allow them to hold the office of marshal and also induct them into the office of receiver of the Public Land Office?

Mr. LACEY. Mr. Speaker, I will explain to the gentleman and to the House the situation. When Alaska first began to be settled and we organized a government there, there was not business enough to justify the establishment of a land office in the usual way; the expense was too great. So Congress made the secretary of the Territory and the clerk of the court register and receiver ex officio, and allowed them to perform what few duties there were there. But at present they have a land office for the entire district at Juneau. The distance is very great, 2,500 miles from Juneau to Nome, and a good deal of the year it is practically impassable. It makes a great deal of delay in obtaining patents. A few years ago we established some land offices in northern Alaska, and it was found that there was not demand enough to justify keeping them open, and the expense of the offices was considerable. The fees were very few. Those offices were discontinued by act of Congress. They desire up there that they should have an opportunity to apply for their mineral patents in some more convenient way than going to Juneau. The surveyor-general lives at Juneau. By making land offices at these two places and establishing them somewhat on the same plan that the original office used to be at Sitka, it will enable these people in the future cases that come up to obtain relief without the Government going to the expense of establishing separate land offices there, and therefore the bill makes the clerk simply do the duties of the register in addition to his present duties, and the marshal do the duties of receiver in addition to his present duties, and gives them the fees and commissions for the work, provided that they should not each exceed $1,500. They would probably amount to two or three hundred dollars a year.

Mr. UNDERWOOD. Let me ask the gentleman this: Has not the office of receiver been abolished?

Mr. LACEY. It has not.

Mr. UNDERWOOD. Has it not been consolidated, the two offices, in the United States?

Mr. LACEY. It has not, though it ought to be. I introduced a bill asking that that be done, but, unfortunately, I have not been able to secure a favorable report from the committee. My own judgment is that we ought to have the work of register and receiver performed by a single person, but this bill does not change that law. It simply makes provision for cases where if anyone wants a mineral patent he can apply and save the transfer of his papers back and forth 2,500 miles to Juneau, making a 5,000-mile trip by dog sled in the winter and by water in the summer time.

Mr. UNDERWOOD. I have no objection to that part of the bill. The question with me was whether this was a bill to increase the emoluments of some official.

Mr. LACEY. It would increase them slightly. At Nome there are forty cases pending, and this bill provides that those shall be continued until finally settled at Juneau; but I suppose there will be fifty or a hundred cases from each of these points in the course of the next year or two. There are a number of miners who have low-grade claims that will have to be worked by dredging and by more expensive methods than the mere rocker-and-flume system. In order to do this they will have to go to the expense of buying dredges and putting in heavy machinery, and they require patents in order to do that. They will not do that on titles which are or may be controverted, and it will settle costly conflicts as to titles.

Mr. UNDERWOOD. I have no objection to that part of the bill, but I want to ask the gentleman this question: I have absolute confidence in the judgment and statement of the gentleman from Iowa, but I want to know whether he has investigated the question and whether he is willing to state to the House that you could not create the office of register and receiver separately from that of marshal?

Mr. LACEY. The marshal already handles funds there. He is a bonded officer and handles very considerable funds, and he is on the spot. There are a clerk and marshal located at each of the cities of Nome and Fairbanks. There is none at Valdez,

and it might be well to give some relief at Valdez if we ever have a court and court headquarters there. At present there are only deputies at Valdez. These officers can perform the additional duties, and would gladly do so, of course, for the compensation attached to them, and even the additional allowance, if it ran to the maximum, would not make a very large salary for Alaska.

Mr. UNDERWOOD. The objectionable feature to the bill, it seems to me, is the consolidation of offices; of allowing one man to hold more than one office. As a matter of fact I doubt whether it is within the terms of the Constitution as a constitutional question, whether you have the right to confer two Federal offices on one man at the same time.

Mr. LACEY. I think you can make a man perform additional duties or authorize him to do so. At any rate, we did it in Alaska. We made the secretary of Alaska the register, and made the clerk of the United States court of Alaska a receiver, when the conditions at Sitka were very similar to what they are now at Nome or at Fairbanks, and it worked very well. There was no question raised about it, and I do not think any could be.

Mr. UNDERWOOD. The gentleman recalls very well this House went into the question very fully in the case of General Wheeler, when the question was raised as to whether he could hold the office of major-general in the Army and a Member of Congress, and the Judiciary Committee of the House held that they were two separate and incompatible offices and could not be held by the same man at the same time.

Mr. LACEY. One of them was a constitutional office; that of a Member of Congress.

Mr. UNDERWOOD. I do not think the Constitution says anything about a constitutional office, but merely provides no man shall hold two offices. Now, it seems to me that the office of United States marshal and the office of register or receiver are two distinct and separate offices, as recognized by the statutes of the United States, and it seems to me that the gentleman in his bill has encroached on that constitutional provision, and I wanted to know whether the gentleman had looked into the question from that standpoint.

Mr. LACEY. I have; and the secretary of the Territory was directed ex officio as such to perform also these other duties. So in the present case the clerk of the court, ex officio, will perform the duties of register.

The SPEAKER. Is there objection? [After a pause.] The Chair hears none.

The amendments were agreed to.

The bill as amended was ordered to be engrossed and read the third time, was read the third time, and passed.

MESSAGE FROM THE SENATE.

A message from the Senate, by Mr. PARKINSON, its reading clerk, announced that the Senate had passed without amendment bills of the following titles:

H. R. 4299. An act for the relief of John Stinson;

H. R. 4300. An act for the relief of A. J. Stinson;

H. R. 16386. An act to fix the time of holding the circuit and district courts for the northern district of West Virginia;

H. R. 15594. An act for the relief of John B. Brown;

H. R. 14634. An act for the relief of George H. Chase;

H. R. 13895. An act to correct the naval record of Michael Sheehan;

H. R. 13031. An act granting an increase of pension to Thomas H. Leslie;

H. R. 12690. An act to define the term of "registered nurse" and to provide for the registration of nurses in the District of Columbia;

H. R. 9778. An act for the relief of Philip Loney;

H. R. 6430. An act authorizing the Secretary of the Treasury to pay to German M. Rouse informer's fees for certain opium seizures;

H. R. 5651. An act for the relief of William H. Beall;

H. R. 5223. An act to reimburse Quong Hong Yick for one case of opium erroneously condemned and sold by the United States;

H. R. 1142. An act for the relief of Ephraim Greenawalt;

H. R. 24932. An act for the extension of School street NW.;

H. R. 23383. An act to amend an act entitled "An act to authorize the city of St. Louis, a corporation organized under the laws of the State of Missouri, to construct a bridge across the Mississippi River," approved June 25, 1906;

H. R. 22362. An act for the relief of Esther Rousseau;

H. R. 19749. An act to prescribe the duties of deputy collectors of customs;

H. R. 18380. An act to complete the naval record of Charles W. Held;

H. R. 17624. An act to amend an act entitled "An act to amend section 4405 of the Revised Statutes of the United States," approved March 3, 1905; and

H. J. Res. 195. Joint resolution authorizing the Secretary of War to furnish two condemned cannon to the mayor of the town of Preston, Iowa.

The message also announced that the Senate had passed with amendment bill of the following title:

H. R. 24109. An act to authorize the Norfolk and Western Railway Company to construct sundry bridges across the Tug Fork of the Big Sandy River.

The message also announced that the Senate had passed bills of the following titles; in which the concurrence of the House of Representatives was requested:

S. 7515. An act to authorize the Missouri River Improvement Company, a Montana corporation, to construct a dam or dams across the Missouri River;

S. 7495. An act to define the status of certain patents and pending entries, selections, and filings on lands formerly within the Fort Berthold Indian Reservation in North Dakota;

S. 7271. An act for the relief of Rathbun, Beachy & Co.;

S. 6725. An act to grant medals to survivors and heirs of volunteers of the Port Hudson forlorn-hope storming party; and

S. 3668. An act to authorize the Washington, Spa Spring and Gretta Railroad Company, of Prince George County, to extend its street railway into the District of Columbia.

The message also announced that the Senate had passed the following resolution:

Resolved by the Senate (the House of Representatives concurring), That the President be requested to return the bill (S. 1879) entitled "An act granting an increase of pension to Lorenzo F. Harrison.

The message also announced that the Senate had agreed to the amendments of the House to the bill (S. 7760) to authorize the Albany Railroad Bridge Company or the Chicago and Northwestern Railway Company to reconstruct a bridge across the Mississippi River.

The message also announced that the Senate had insisted upon its amendment to the bill (H. R. 21579) granting an increase of pension to Sarah R. Harrington, disagreed to by the House of Representatives, had agreed to the conference asked by the House on the disagreeing votes of the two Houses thereon, and had appointed Mr. MCCUMBER, Mr. SCOTT, and Mr. TALIAFERRO as the conferees on the part of the Senate.

The message also announced that the Senate had insisted upon its amendments to the bill (H. R. 24538) making appropriations for the diplomatic and consular service for the fiscal year ending June 30, 1908, disagreed to by the House of Representatives, had agreed to the conference on the disagreeing votes of the two Houses thereon, and had appointed Mr. HALE, Mr. CULLOM, and Mr. TELLER as the conferees on the part of the Senate.

SENATE BILLS REFERRED.

Under clause 2 of Rule XXIV, Senate bills of the following titles were taken from the Speaker's table and referred to their appropriate committees, as indicated below:

S. 3668. An act to authorize the Washington, Spa Spring and Gretta Railroad Company, of Prince George County, to extend its street railway into the District of Columbia—to the Committee on the District of Columbia;

S. 6725. An act to grant medals to survivors and heirs of volunteers of the Port Hudson forlorn-hope storming party—to the Committee on Military Affairs;

S. 7271. An act for the relief of Rathbun, Beachy & Co.—to the Committee on Claims;

S. 7495. An act to define the status of certain patents and pending entries, selections, and filings on lands formerly within the Fort Berthold Indian Reservation in North Dakota—to the Committee on the Public Lands;

S. 7515. An act to authorize the Missouri River Improvement Company, a Montana corporation, to construct a dam or dams across the Missouri River—to the Committee on Interstate and Foreign Commerce; and

S. 7776. An act to provide for protecting the interests of the United States on the lower Colorado River, for the establishment of the Imperial Valley and the Colorado River irrigation projects, and for other purposes—to the Committee on the Public Lands.

RIVER AND HARBOR APPROPRIATION BILL.

Mr. BURTON of Ohio. Mr. Speaker, I move that the House resolve itself into the Committee of the Whole House on the state of the Union for the further consideration of the bill H. R. 24991, the river and harbor appropriation bill.

The motion was agreed to.

Accordingly the House resolved itself into the Committee of the Whole House on the state of the Union for the consideration of the bill H. R. 24991, the river and harbor appropriation bill, Mr. CURRIER in the chair.

Mr. CLARK of Missouri rose.

The CHAIRMAN. How much time does the gentleman from Missouri desire?

Mr. CLARK of Missouri. Thirty minutes.

The CHAIRMAN. The gentleman from Missouri is recognized for thirty minutes.

Mr. CLARK of Missouri. Mr. Chairman, the chances are that anything said on the river and harbor bill after the learned speeches we listened to yesterday is a mere waste of breath, or to use a more elegant expression, a work of supererogation. St. Paul, the greatest philosopher that ever lived, in his first epistle to Timothy, says:

> But if any provide not for his own, and specially for those of his own house, he hath denied the faith, and is worse than an infidel.

From the context it is clear that in that utterance the great apostle to the Gentiles was speaking of things spiritual, but it applies to things temporal as well.

The duties of Representatives here divide themselves about as follows: First, to the country at large; second, to the particular sections from which they hail; third, to the interests of their own districts; fourth, to look after the individual wants of their constituents. This last has been termed, flippantly, "doing errands in the Departments." Certain æsthetical doctrinaires, seated in comfortable libraries, who assume to run the affairs of this Government and of this world, condemn men in Congress who do anything else except expending their energies on the larger duties to the country. They would make solar-walk statesmen of us all—merely that and nothing more. Observation and experience teach me, however, that the men here who attend to the duties of the country at large and to their own particular sections and their own districts and their own constituents with courage, capacity, and fidelity are the men who at last climb to high places in this House. The humblest man or woman in any district has the right to call upon his or her Representative for any proper service; and the Representative who is derelict in any of these duties falls short of doing what he is elected to do.

The most painful feature of this debate, so far as it has gone, is the fact that the distinguished chairman of this committee, the gentleman from Ohio [Mr. BURTON], and my eminent colleague from St. Louis, Doctor BARTHOLDT, appear to have come to the parting of the ways. On the question of peace they have fought in pairs. Applicable to them on that subject is the old couplet:

> Two souls with but a single thought,
> Two hearts that beat as one.

The difference between them on that question is that the gentleman from Ohio [Mr. BURTON] speaks in favor of peace and votes against the implements of war, while the gentleman from Missouri, Doctor BARTHOLDT, speaks in favor of peace and votes for the implements of war. [Applause.]

Mr. BARTHOLDT rose.

The CHAIRMAN. Does the gentleman from Missouri [Mr. CLARK] yield to his colleague?

Mr. CLARK of Missouri. With pleasure.

Mr. BARTHOLDT. The desire of my colleague from Missouri to convict me of inconsistency is surpassed only by his unwillingness to understand my position.

Mr. CLARK of Missouri. I have not time to debate that question with the gentleman now. I have only thirty minutes. I am, however, willing to go into that some other time. The gentleman from Missouri [Mr. BARTHOLDT] on the question of peace seems to be in the same frame of mind as the Irishman who said he was in favor of a certain law, but against its enforcement. [Laughter.] I regard those two gentlemen as the advocates of peace par excellence, although those in possession of the funds have awarded the palm to the President of the United States. I congratulate him and the country on the fact that he has seen cause to dispose of the Nobel peace prize in a noble way. [Applause.]

The building or construction of great internal improvements is one of the grandest purposes to which any statesman can turn his attention. The kingdom of Alexander the Great has perished, the dynasties which his generals founded have gone the way of all flesh, but the public works which he established, especially the great city named for him, constitute his permanent monuments. The Roman Empire is broken into an hundred fragments; the Cæsars are dust; but the roads which the Roman legions built and over which they marched are still traveled by the children of men. The advocates of good roads in this country, of whom I am one, would do well to take lessons out of the book of the ancient Romans. My judgment is that if Napoleon had been let alone by England after the peace of Amiens, before he was dominated by the lust for universal conquest, he would have dedicated his mighty genius and prodigious energies to the establishment of such magnificent public works as would have ranked with the Code itself as his clearest titles to imperishable renown.

The truth is he snatched every moment he could from war to devote to the development of the resources of France. It was his design to build that canal connecting the Mediterranean with the Atlantic, which the French are agitating now. Ferdinand de Lesseps in the latter years of his life was imprisoned, as was the great Genoese navigator, but so long as ships go through the Suez Canal men will remember and bless his name. The crimson glory of Pultowa is dimmed by time, but so long as the proud city on the banks of the Neva lifts to heaven her spires the name of Peter the Great, who created her, will be familiar to the ears of men. No doubt Kaiser Wilhelm would count among the smallest of his achievements the canals he has dug and the canals in contemplation, but the chances are that when he is forgotten as a war lord these things will rank him among the greatest rulers of his time and associate his name indissolubly with those of his glorious ancestors, the Great Elector and Frederick the Great, the well beloved of the German people.

Out in the Mississippi Valley we have the most marvelous system of natural waterways that God, in His infinite wisdom and goodness, ever vouchsafed to any of His children. With signal stupidity we have neglected to improve them, and the Congress of the United States has acted toward them in a manner that is a shame to the Republic. The gentleman from Ohio [Mr. BURTON] is said to dominate the Committee on Rivers and Harbors. I do not know anything about that. He may, and he may not. The members of that committee are among the ablest and most prominent in this body. However these things may be, I have a firmly grounded suspicion that on this occasion, on this bill, he and his committee dominate a majority of this House. If he is avaricious of fame—and his name has been sometimes used in connection with the Presidency of the United States—he has it in his own hands to build himself an imperishable monument by giving us deep water from the Falls of St. Anthony to the Gulf, thereby fixing his name onto that great enterprise. It might possibly be that, in our intense desire to accomplish that, we might be willing to change the name of the Father of Waters to the river Burton, as it was originally called the river Colbert by the early French discoverers, in honor of the great French minister. That is his one chance to achieve a reputation that will never fade away.

Mr. MAHON. May I ask the gentleman a question?

Mr. CLARK of Missouri. If it is pertinent, yes.

Mr. MAHON. I want to ask the gentleman from Missouri if the present chairman of the River and Harbor Committee is not the most intelligent and best chairman that they ever had.

Mr. CLARK of Missouri. I am not saying anything to criticise the chairman of that committee. I am giving him a pressing invitation to lay hold on earthly immortality. [Laughter and applause.] I esteem him as highly as any man in this House does. I admire his capacity and I believe in his integrity, but he is "sot in his ways," like the rest of us. I do not agree with his theories as to western rivers. I have a right to advocate my own.

Mr. MAHON. He is a bachelor. [Laughter.]

Mr. CLARK of Missouri. I am trying to convert him, and if he would establish that great work, when he had finished it he could repeat the proud boast of Horace:

> Exegi monumentum æra perennius.
> I have reared for myself a monument loftier than the Egyptian Pyramids and more lasting than bronze.

Charles Stewart Parnell once said:

> Opportunity is a horse, bridled and saddled, which stops at every man's threshold once in a lifetime. Be ready, mount, and he carries you on to success and honor. Pause but a moment—he is gone, and the clatter of his iron hoofs echoing down the corridors of time will forever remind you of what you have lost.

I commend these glowing words to the chairman of the Committee on Rivers and Harbors [Mr. BURTON]. This is his golden opportunity.

First and last, Mr. Chairman, in the public prints there have been divers suggestions as to the post-Presidential career of the present occupant of the White House. Some have suggested that he go to the United States Senate. If New York intends to continue in the unfortunate habit of electing Republicans to the United States Senate, then my voice is for Roosevelt for that position. The subsequent proceedings would make what Horace Greeley would have denominated "mighty interesting reading." Only two ex-Presidents have returned to Congress.

John Quincy Adams served in this House seventeen and a fraction years, died with the harness on his back, as no doubt he would have desired to die had he been consulted as to his exit from this world; and it is the truth of history that more of his fame rests on the seventeen years of his service in this House

than upon all of his long official career from the time when, at the age of 14, he became secretary of legation to the time when he quit the White House in high dudgeon, refusing to accompany his victorious rival, General Jackson, to the Capitol for inauguration. The people of Tennessee, after a prolonged and most dramatic contest, elected Andrew Johnson for a full Senatorial term after he was President. He only lived a few months. I wish he could have lived the full six years, so as to even up the score with his multitudinous enemies who undertook to impeach and convict him when he had committed no crime whatever. He was guilty of bad manners and lame grammar—worse.

Another suggestion as to the President's post-Presidential career is that he shall be president of Harvard College. A noble ambition, surely. I would rather be president of the University of Missouri than to enjoy the high honor of being a member of the House or Senate or governor of that imperial Commonwealth. I regretfully realize that that desire of my heart can never be gratified because of the numerous and bitter political contests in which I have borne a part, and, I hope, a man's part. I look back upon the years I spent as a teacher with unalloyed pleasure. I was absolutely certain of doing good then. As a lawyer and a Representative I have done the best I could, according to my lights; but a lawyer is not always sure he has rendered society a benefit by acquitting his client, and a Representative in Congress, however honest and patriotic, may do his country a grievous injury by voting wrong on some great question for lack of correct information.

Another suggestion is that President Roosevelt shall devote his life to literature. He would have an immense audience to begin with and it would make him a fortune.

Another is that he shall be perpetual president [laughter] of The Hague Peace and Arbitration Tribunal. [Applause.] It is safe to say that he would discharge the functions of that exalted station with the energy and capacity with which he does everything to which he turns his hand; and what he would do to the other peacemakers who had plans of peace different from his own would be a plenty. [Laughter.]

Still another suggestion is that he be made general manager of the Panama Canal. Of all these propositions that would be to me the most tempting. To build an isthmian canal has been the dream of men since Balboa first looked down in amazement and delight upon the peaceful ocean, and if that stupendous work is a success, the man who accomplishes it will write his name upon the scanty list of the immortals. Why Shonts or Wallace or any other man that had a chance to associate his name with it should relinquish that opportunity for any financial inducement whatever is one of those things which, like the peace of God, passeth all understanding. [Laughter.]

My situation about this river and harbor bill is peculiar. I represent the great Mesopotamian district of the western world, wedged in between the Mississippi and the Missouri, skirting the Mississippi for 140 miles, skirting the Missouri for 150 miles, straddling the Missouri, and having in it six other rivers navigable by act of Congress. [Laughter.] There were seven, but I had one of them declared by act of Congress to be unnavigable for the purpose of building a railroad bridge across it. It was the first time I ever knew the railroads and the farmers to want the same thing at the same time, and I was so tickled by their wonderful unanimity that I pressed the bill through.

There is only one other man in this House whose district touches both the Missouri and the Mississippi, and that is my distinguished and well-beloved friend from St. Louis, Doctor BARTHOLDT. We Missouri Representatives have all done our best about improving the Mississippi and the Missouri—every one of us—Brother LLOYD, Brother SHACKLEFORD, and Brother RUCKER, and Brother FULKERSON, and Brother ELLIS, and the rest of those whose districts are on either of the great rivers, and the Missourians whose districts are not on the river, sympathizing with us, have helped us all they could, which is greatly to their honor.

We have 16,900 miles of navigable waters in the Mississippi Valley. If they belonged to Holland, there would be a granite dike on both sides of the Missouri River from Alton to Fort Benton. We might learn something from that thrifty and industrious people. With rare courage they rescued their country from the sea. Right now they are engaged in draining the Zuyder Zee at a cost of $99,000,000. Year by year land enough to make a State as big as Massachusetts is swallowed up by the Missouri and the Mississippi, and it is the richest land under the shining sun.

We annexed the Sandwich Islands on the excuse that we wanted homes for our children. We annexed the Philippines for the same reason. Why, Mr. Chairman, our children can not live in the Sandwich Islands or the Philippines. God Almighty knew as much as the jingoes when he was creating this world. [Laughter.] White men can do many things better than anybody else, but they can not work outdoors in the Tropics and thrive. We are tempting fate to try to do so. But here, year after year, millions of acres of land—in the last ten years enough to make a State the size of Missouri north of the Missouri River, that would easily support a population of 10,000,000 souls, right in the heart of the continent where white people were intended to live, amid churches and schools and all the facilities for civilization—fall into the Mississippi and the Missouri rivers, and roll down those great rivers to the Gulf.

James Parton, in his life of Andrew Jackson, one of the best biographies ever written by an American, makes the remarkable declaration that down below New Orleans you can still see the world forming, and it is forming out of the rich soil that sweeps down from Iowa, Missouri, Arkansas, and the other States in the heart of the great valley. We have spent first and last, and will spend, millions of dollars in irrigating the dry lands of the West. Why not make some provision for saving the fertile lands in the Mississippi Valley?

Senator Isham G. Harris, a great man, was for a long time opposed to river improvement, but at last he gave in his adhesion to it on the theory that navigable streams belong to the United States Government, and it was the duty of Congress to keep the property of the United States from destroying the property of other people; just as Judge Culberson, another great man, used to defend the 20 cents mileage on the ground that although it did not cost that to come and go, the risks of travel were worth it. [Laughter.] There is a provision in this bill tnat I want to call your attention to—that none of these appropriations shall be used for the work of revetting the banks unless in aid of navigation. That being the case, if a man of common sense is permitted to construe it, every dollar of this appropriation might be used in revetment work, because there is no better way to aid navigation than by keeping this surplus silt from getting into the beds of the river. But the engineers do not so construe it. I will never forget that the engineers fought Capt. James B. Eads, the greatest engineer that ever lived, and his jetty system to the end.

I used to hear my father say that if all the scientists that ever lived were gathered together in convention, Sir Isaac Newton would be chairman of it by unanimous consent. I say that if all the engineers who have lived in all the flood of time were gathered together, James B. Eads, the great Missourian, by his service to mankind would deserve the chairmanship of that great conclave.

This bill provides more for the upper Mississippi than heretofore; it provides a little for the Missouri; it provides less than heretofore for the Mississippi from St. Louis to Cairo. One of two things ought to be done. There is no sense in any other position, I think, without criticising anybody at all. Either it ought to be definitely decided that these rivers are utterly unworthy of spending money on at all, or there ought to be a systematic and comprehensive programme entered upon so that each part shall be improved in harmony with the other parts and with the entire project.

The trouble about this river and harbor business is that they start in and appropriate money for a thing and quit it before it is completed. An improvement of a river that is needed is not a division of pork; it is a wise appropriation. A public building that is needed is not a matter of charity or of pork; it is a thing that ought to be constructed. A great many of us believe—and there is undoubtedly a great awakening on this subject all over the country—in the first place, that there ought to be a 14-foot channel from St. Louis to the Gulf—not to give people jobs, not to help a particular district, not to serve any particular interest, but to save money to every farmer and every merchant and every citizen who is in any way connected with the prosperity and business of the Mississippi Valley. That can be done or it can not be done, one or the other. If it can not be done, we ought not to spend any more money on it. If it can be done, there ought to be enough money spent, and it ought to begin at once, to accomplish that great work. That having been done, then the upper Mississippi ought to be improved to the Falls of St. Anthony.

The Missouri ought to be improved from its mouth to Fort Benton, and then if we want any more river and harbor work the Chicago drainage canal ought to be built; but my judgment is that there is no sort of sense in digging a channel to put the water into when you have a channel already nearly dug in the first instance. That ought to come after these others. It is objected that there is no freight that amounts to anything between St. Louis and Cairo. There was not any freight over what is now the line of the Pennsylvania Railroad until they built the railroad so freight could go over it. I say there is an

awakening on the subject of river and harbor improvements the world around. There is that French canal of which I spoke a while ago. There is a canal talked about across the Isthmus of Florida. There is a canal talked about in Maryland. That great man, President Diaz, is projecting canals in Mexico.

In Germany they are fixing to connect the rivers by canals, and the people are awakening to the fact that while the success of the railroads obscured for a while the fact that water transportation is five or six times as cheap as railroad transportation, water transportation is freight-rate regulation. The experience of the last year proves beyond all cavil that our railroads can not carry our freight. We must have more railroads or we must improve our rivers, and it is cheaper to improve the rivers than to build more railroads. Everybody knows that. We will agitate, we will agitate, we will agitate until we get needed and adequate river improvement. I am not threatening anybody. I wish to stir up the pure minds of Members and of the people of the country, by way of remembrance, to the important fact that the day is coming—it is almost here—when the Mississippi Valley will have a clear working majority of the Members of this House, and then we will be able to do as we please. [Applause.] Treat us well now and we will treat you well then. If we would stand together we could control affairs in the House now. In any event, it will not be more than fourteen years until we can control them easily.

There is one other feature of this matter that ought to be mentioned. I understand the case to be—and if I am wrong about it my friend from Alabama, Colonel BANKHEAD, or my friend from Mississippi [Mr. HUMPHREYS] can correct me—that down on the lower stretch of the Mississippi, below Cairo, the people by taxation or gift or in some other way have contributed about as much to the building of these levees as the United States Government has—about two to one, the gentleman from Mississippi [Mr. HUMPHREYS] informs me. Another sign of the times which indicates that people want water transportation is the fact that two or three years ago the people of New York, by an overwhelming majority, indorsed a proposition to expend $101,000,000 to deepen and widen the Erie Canal, which is the great monument to De Witt Clinton. New York sits by the eastern sea at the receipt of customs. She is the great toll gatherer in the United States. We people out in the Mississippi Valley know that the natural way for our commerce to seek the markets of the world is down the river to the Gulf and out to sea.

Hauling stuff from the Mississippi Valley to New York and the Atlantic ports is an unnatural and expensive performance and can not be long maintained. One other straw which shows how the wind blows is the fact that at the last session Congress granted a charter for the Lake Erie and Ohio River Canal. Water transportation is coming sure as we live, and coming with a rush.

As my time is about up, I want to say this: My friend Mr. LLOYD, on the upper Mississippi, has done all that he could for the appropriations there. The rest of us on the Missouri have done our best, including him, too, as a helper, to get all that we could for that. We will try to amend this bill when it comes to the reading by sections, under the five-minute rule, to suit our demands more thoroughly than it does at present; but we want it distinctly understood that if we do not get what we want in this bill, this agitation will be renewed as soon as this bill is passed and continued until we do get what we want in the way of river and harbor improvements out of the Congress of the United States. [Applause.]

Mr. RODENBERG rose.

The CHAIRMAN. How much time does the gentleman from Illinois require?

Mr. RODENBERG. About thirty minutes.

Mr. RODENBERG. Mr. Chairman, I would consider myself as wanting in loyalty and devotion to the material interests of the constituency which I have the honor to represent in this Chamber if I did not raise my voice in criticism of several features of this bill, and in giving expression to my opposition I know that I am voicing the sentiments of all the people of the Mississippi Valley and especially of the State of Illinois.

I desire, in the first place, to protest against the action of the committee in failing to include in this bill an appropriation of $3,000,000 to begin the construction of a navigable waterway 14 feet in depth from Lockport, Ill., by way of the Des Plaines, Illinois, and Mississippi rivers, to St. Louis, Mo. This proposed waterway, which is of such transcendent importance to the future development and disposition of the commerce of the Mississippi Valley, has received the unqualified indorsement of the great commercial, manufacturing, and agricultural interests of my State, and has been pronounced as entirely practicable by a board of competent engineers, who estimate its total cost at approximately $31,000,000.

Mr. Chairman, the Mississippi River and its tributaries drain the most fertile and productive section of the United States. In that basin are located twenty-two States of the Union, comprising two-fifths of the total area of the country and producing fully 75 per cent of all our merchandise exports. The great bulk of our agricultural wealth originates in these States, which contain two-thirds of all the manufacturing industries of the nation, the value of whose finished products reach the enormous total of $10,000,000,000 annually. When these facts are considered and when it is remembered that the Mississippi Valley is to-day the great central artery of our national activities, pulsating with industrial and commercial life, throbbing with the unmeasured wealth of the products of farm, mine, and factory, then indeed is it impossible to overestimate the value to the whole nation of this projected deep waterway which is destined ultimately to connect the Great Lakes with the Gulf of Mexico. It is, of course, an admitted fact that transportation by water is the cheapest transportation in the world. It is estimated that, on an average, the cost of transportation by water is less than one-third of the cost of transportation by rail. The market value of any article is based upon the cost of production added to the cost of transportation. It therefore follows that if there is a material reduction in the cost of transporting an article it will necessarily result in a material reduction in the market value of the article itself, and whenever you reduce the price of an article you benefit not only the consumer, but the producer as well, for you increase the demand for his product. To bring about these benefits it is incumbent upon Congress to enact legislation which will result in the improvement of our waterways, the great natural highways of commerce, and to make them available for the purposes for which they are plainly intended. The most serious handicap to-day on the productive capacity of the Middle West, and one which will continue to grow worse instead of better, is the inadequacy of our transportation facilities. The unprecedented prosperity which we have enjoyed during the past decade has advanced our production far beyond the point where it can be handled with any degree of expedition by the railways of the country, and as we continue to increase in population there will be a corresponding increase in the volume of our traffic, and it will not be long until there will be an interruption in our prosperity due to the overtaxing of our channels of commerce and the physical inability to transport our products to the markets.

James J. Hill, who is without doubt our country's greatest authority on the question of transportation, in a remarkable speech before the Merchants' Club of Chicago last November, used these words:

> To-day the entire country is suffering for want of transportation facilities to move its business without unreasonable delay. The prevailing idea with the public is that the railways are short of cars, while the actual facts are that the shortage is in tracks and terminals to provide a greater opportunity for the movement of cars.
>
> Formerly the new mileage added yearly was about 4 to 5 per cent, or, with the increased capacity of cars, enough to keep pace with the growth of the country's traffic. In recent years the traffic has increased at a much higher rate. For instance, between Chicago and New York it has doubled in about eight years, while the facilities for handling it have not increased more than 12 or 15 per cent.
>
> The country has to face a condition to-day which only time, patience, and the expenditure of enormous sums of money will remedy. To discuss this condition further would take more time than we can have to-night, and I will only say that there is no more important work for the General Government than the early construction of a canal from St. Louis to New Orleans with a depth of at least 15 feet. There is a crying need for such a canal now, and, bearing in mind the want of railway transportation, the sooner the work is commenced the better for the country.

Mr. Chairman, I have always believed that a continuation of our national prosperity depends upon a commercial policy that provides a market for our products. Lying at our very doors are the states of Central and South America, which present a most inviting field for our exploitation. It is a rich and fertile field, possessing unlimited commercial possibilities, and its trade should belong to us as a matter of natural right on account of our close proximity and friendly relations. Only recently our great Secretary of State, Elihu Root, completed a tour of these states, and the beneficial effects of his visit are already beginning to manifest themselves. He has sown the seeds of amity and good will, which should, under proper cultivation, ripen into the fruit of commercial supremacy. To insure this, however, and to make effective the ultimate object of the distinguished Secretary's South American policy, we should provide facilities necessary to transport our products to the markets of our southern neighbors. The construction of this deep waterway or interior harbor, reaching from the Lakes to the Gulf, will alone supply these facilities and secure for

the United States the commercial advantage in Central and South America to which our favorable location fairly entitles us. [Applause.]

In a speech delivered in the city of Chicago not later than last Saturday night Theodore P. Shonts, speaking on this subject, said:

> The beneficial effects of such a harbor are many and obvious. In the first place, it would furnish opportunities for the creation of terminal facilities along its entire length. In the second place, it would build up and develop the entire Mississippi Valley by giving it the advantages of terminal ports brought close to its doors. In the third place, and this has a most direct bearing on our canal proposition, it would give the people of our great Middle West, with their geographical proximity and these superior transportation facilities, a distinct advantage over the rest of the country in commanding the South American trade.

It will, of course, be argued by the gentleman in charge of this bill that we should be satisfied for the present with the appropriation of $190,000 for a deep-water survey from St. Louis to New Orleans. I for one am not satisfied and the people of the Mississippi Valley are not satisfied. We do not believe in further procrastination. We are unanimously of the opinion that the time is at hand when the work of actual construction of this deep waterway should begin. The imperial city of Chicago has expended $50,000,000 of her own money to construct and maintain a drainage canal which she is ready to donate to the United States if the Government will guarantee to construct and maintain deep water from the Lakes to the Gulf. It is a proposition of which we should avail ourselves. Congress should not hesitate to continue the work so magnificently begun by Chicago. A start should be made, and made without delay, and in the eternal fitness of things that start should be made between Chicago and St. Louis, the two most important cities of the Mississippi Valley. [Applause.]

I am aware that a certain official body known as the Board of Engineers for Rivers and Harbors, having its headquarters in the city of Washington, recently reported adversely on this proposed project on the ground that the probable amount of commerce that would use this waterway and the resulting benefits to the people from a business standpoint would not warrant the expenditure by the General Government of $30,000,000. Mr. Chairman, I have no criticism to make of any member of the Corps of Engineers who confines his activities to his legitimate sphere of usefulness. I believe that taken as a whole the engineers of the United States Army possess an exceptionally high degree of technical and scientific skill, and I know that the present head of that great department, Gen. A. Mackenzie, is justly regarded as one of the ablest engineers in this country. I have no doubt but that the members of the Board of Engineers for Rivers and Harbors, who sit in solemn judgment on the recommendations of the local engineers, are fully qualified to pass intelligently on any of the physical phases of a proposition of this character. They no doubt have the technical knowledge that would enable them to estimate the cost of construction within a fraction of a dollar. On a question of this kind, which presupposes a comprehensive knowledge of the science of engineering, their recommendations are entitled to great weight by Congress. But when it comes to giving Congress gratuitous advice on a purely commercial or business proposition, then indeed are we justified in inquiring, "Upon what meat doth this our Cæsar feed, that he is grown so great?" This august board is composed of the following gentlemen: Col. D. W. Lockwood, Lieut. Col. R. L. Hoxie, Maj. C. McD. Townsend, Maj. E. Eveleth Winslow, and Capt. Charles W. Kutz. All of them are graduates of West Point, and they have continued uninterruptedly in the service of the Engineering Corps since graduation. Not one has ever had any practical business experience of any kind, and I seriously doubt whether any one of them is able to differentiate between a railway tariff and a tariff schedule. Is it possible that Colonel Lockwood, of the Engineering Corps, is better qualified to pass on the commercial advantages of this deep-waterway project than James J. Hill? Is Lieutenant-Colonel Hoxie, of the Engineering Corps, more experienced in business matters than Theodore P. Shonts? Does Major Townsend, of the Engineering Corps, know more about the proper remedy to relieve the congestion of traffic in the Mississippi Valley than William K. Kavanaugh, of St. Louis? Has Major Winslow, of the Engineering Corps, a better conception of the requirements of trade than David R. Forgan, of Chicago? Does Captain Kutz, of the Engineering Corps, possess knowledge superior to that of M. J. Sanders, of New Orleans, on a question relating to the improvement of transportation facilities? In the language of the iridescent Ingalls, it is the "very apex of effrontery, the climax of audacity," for these gentlemen of the Engineering Corps to arrogate to themselves the right to pass judgment on a matter wholly outside the province of their profession and concerning which they know absolutely nothing, either by training or experience. [Applause.]

But, Mr. Chairman, there is still another phase of this question that I wish to discuss briefly. I believe that the construction of this deep waterway would have a very appreciable effect on prevailing railway freight rates. It would create a large number of independent carriers on a common highway and introduce a most effective competition, which would prove highly beneficial to the shippers of the Mississippi Valley. This is the firm belief of the advocates of the deep-waterway project and, as an evidence of that belief, they have adopted as their slogan in this campaign of education the motto: "River regulation is rate regulation." They believe, and rightly so, that competition of this kind will exert far greater influence and prove far more effective in controlling freight rates than any rate bill that could be passed by Congress. They believe also that it would stimulate our shipping industry and add materially to the number of craft upon American waters. There are today in the neighborhood of 3,200 American vessels on the Great Lakes. If we had a channel of sufficient depth from the Lakes to the Gulf to enable these vessels to pass through, the majority of them could and would be employed during the time that navigation was closed in the lake region, in the coastwise trade, or in the Central and South American trade. The tremendous commercial possibilities involved in this proposed project and the resulting benefits to the American people are beyond the powers of calculation. With the single exception of the United States, every country of any consequence has long since adopted a systematic method of developing and improving its waterways. Practically every river in Germany and France and England has been deepened, and a network of canals has been built which connects the majority of them. The people of the countries of Europe realize that their continued industrial success depends in a large measure upon cheap transportation, and they are quick to improve the facilities which nature has placed at their disposal. It is high time that the United States, the most progressive and enlightened of nations, should wake from its lethargy and inaugurate a similar policy on a broader and a grander scale, for in that policy lies the future prosperity of the American people. We are spending millions upon millions upon our Navy and upon the national defense. Fully 40 per cent of our national expenditures go to the Army and Navy, in preparation for war and its results, although we claim to be a nation of peace. Let us call a halt in this ambitious programme and begin the long-delayed work of internal improvements.

Let us do that which will enhance our material welfare and contribute to the happiness of our homes. I sincerely hope that the amendment which will be offered by my colleague, Mr. GRAFF, and which provides for an immediate appropriation of $3,000,000 to begin work on this deep-water channel will receive the support of a majority of this House.

And now, Mr. Chairman, I desire to direct attention to another feature of this bill which especially affects several of the counties of the district which I represent and which border on the Mississippi River. I refer to the appropriation provided for that part of the river lying between the mouth of the Ohio and the mouth of the Missouri. Under the policy of the engineering department, inaugurated in 1881, which had for its purpose the confinement of the flow of the river to a single channel having an approximate width of 2,500 feet below St. Louis, much work in the nature of permanent improvement has been accomplished. Dikes and hurdles have been constructed, banks have been revetted, and the channel has been deepened by the use of dredges. To do this work Congress has, during the past four years, given us an annual appropriation of $650,000. In the report of the Chief of Engineers for 1906 it is specifically recommended that a like appropriation of $650,000 be made for this year to enable the local engineers at St. Louis to continue the work of dredging and to carry out such temporary and permanent channel improvements as may be authorized by law. The committee, however, which profess such sublime confidence in the judgment of the Corps of Engineers in other matters, have seen fit to turn a deaf ear to this request. Instead of giving us the amount which the local engineers, who are familiar with the situation, say is necessary to do this work properly, the committee have cut down the appropriation from $650,000 to $250,000, and that, too, in face of the fact that the bill which they have reported to this House carries the largest appropriation that was ever carried in a river and harbor bill. I maintain that the action of the committee is arbitrary and unjust and does violence to every consideration of fair dealing. Instead of decreasing this appropriation, in justice to the great interests affected, in justice to the farmers living along the stretch of the river, whose crops have been destroyed and whose

lands have been washed away by reason of the parsimonious policy of Congress, which prevents the construction and maintenance of such permanent improvements as will confine the river to its channel, the appropriation should have been increased to not less than $1,000,000 annually. The Government exercises exclusive jurisdiction over all navigable streams, but in the exercise of that jurisdiction the people have a right to insist that the Government should perform its plain duty, and that a sufficient sum of money should be forthcoming from the National Treasury to render impossible the all too frequent shifting and changing of the river's channel which has so often resulted in the complete obliteration of vast areas of valuable farm lands, carrying ruin and desolation in its wake.

I am aware that under the present policy of Congress all appropriations for the improvement of navigable rivers are based upon the theory that such appropriations must be wholly and exclusively in the interest of general commerce and navigation, and that any protection that may thereby accrue to contiguous lands is merely incidental. While I have always regarded this policy as cruel and heartless in the extreme, and while I hope to see it reversed in the not far distant future, yet I am willing to accept it without protest at this time if Congress will authorize an appropriation sufficient to meet the present manifest exigencies of the commerce and navigation of that part of the Mississippi River lying between the mouth of the Ohio and the mouth of the Missouri. I will accept it because I believe that if sufficient money is placed at the disposal of the local engineers to enable them to carry out the plan which was begun in 1881 and which, as I stated before, contemplated the confinement of the river to a single channel, it will afford a most substantial measure of security and protection to the farmers of the American bottoms. I believe that they are fairly entitled to this protection, which, in the very nature of things, would be only incidental to the present very urgent work required by the necessities of commerce and navigation. The beggarly pittance of $250,000 is wholly inadequate for our purposes. It is scarcely enough to pay the expense of dredging work. It will leave us practically nothing with which to maintain even our present limited permanent improvements, and it will render us utterly powerless to inaugurate any new or temporary work, no matter how serious or threatening the situation may become.

Mr. GARRETT. Mr. Chairman——

The CHAIRMAN. Does the gentleman from Illinois yield to the gentleman from Tennessee?

Mr. RODENBERG. I yield.

Mr. GARRETT. I desire to ask the gentleman if you have, above the mouth of the Ohio River, any local levee boards?

Mr. RODENBERG. Yes, sir; we have.

Mr. GARRETT. You have local levee boards?

Mr. RODENBERG. Yes, sir; we have levee districts each of which is controlled by a board of commissioners, consisting of three members, who are elected to these positions.

Mr. GARRETT. I simply desired to ask that question.

Mr. RODENBERG. Between St. Louis and Cairo the country has been divided into a large number of levee districts. The farmers have taxed themselves hundreds of thousands of dollars to construct substantial levees to protect their lands against overflows. They have done this cheerfully and with full reliance in the expressed intention of the Government to exert every effort in its power to confine the river to a single channel. The Mississippi River, gentlemen, is an erratic stream. It has contracted the pernicious habit of manifesting a wanton disregard for many of the recognized laws of the science of engineering. New channels are formed in a single night, and long-established landings are destroyed within a week. Only last summer the river suddenly changed its course, and in an incredibly short time several thousand acres of magnificent farm lands were washed away and the river came within 50 feet of the great Harrisonville levee, which was built by the farmers of Monroe County at an approximate cost of $100,000. Fortunately for us, at that time there were funds available for the work necessary to turn the river back into its original channel, thus preventing the complete destruction of the Harrisonville levee and the loss of many thousands of dollars in crops, live stock, and farm property. If this meager appropriation of $250,000 is permitted to stand, we will not be prepared to meet an emergency of this kind in the future, but we will be entirely at the mercy of the river.

Mr. Chairman, the Committee on Rivers and Harbors have deemed it right to incorporate a provision in this bill calling for an expenditure of $1,210,000 to construct a harbor at Cold Spring Inlet, New Jersey. I am informed by gentlemen who are supposed to have knowledge of the facts that not a single ton of freight has ever been or will ever be shipped from this harbor, but that it is to be constructed for the purpose of providing a safe haven for the private yachts of millionaires who are expected to build palatial homes on meadow lands that are now practically worthless, but which are being developed by a syndicate of practical Pennsylvania politicians incorporated under the name of the Cape May Realty Company. If this be true, and if in the opinion of the committee such unexampled generosity toward a project of pleasure and private profit is justifiable, then, in God's name, why this outrageous discrimination against the legitimate business interests of the Mississippi River? According to the commercial statistics compiled by the Chief of Engineers, the receipts and shipments of freight at St. Louis, including transfers by ferries, in the year 1905 amounted to 7,125,103 tons. The shipments from landings between Cairo and St. Louis increased from 17,179 tons in 1902 to 69,729 tons in 1905, or over 300 per cent. It is for this steadily increasing volume of business that I enter a plea here to-day. On behalf of the manufacturers, the merchants, and the farmers of the Twenty-second Congressional district of Illinois I ask that the proposed appropriation of $250,000 for the improvement of the Mississippi River from the Ohio to the Missouri be increased to $1,000,000. I ask this as a matter of right and in a spirit of absolute justice and common fairness. [Applause.]

Mr. RAINEY. Mr. Chairman, I propose to address my remarks to the amendment hereafter to be offered to this bill which will provide for the commencement of a deep waterway from the Lakes to the Gulf. I understand that a great many Members of this body regard the commencement of this waterway with considerable apprehension, because it means that when the country starts upon this project it starts upon a project of large size. In its plunge through the centuries the world has reached a new era—the water-controlling period of the world—a time when men quit talking about what can be done with rivers and canals, and a time when men commence to do something.

Twenty-four hundred years ago, in the time of Alexander the Great, they discussed the project of building a ship canal across the isthmus in Greece. Four hundred years later, in the time of Nero, they commenced to build it, and at intervals from that time until the present time they worked upon it; but the present generation built it. For a thousand years the world talked about the Suez Canal; but the present generation built it. In the time of Julius Cæsar they talked about the great Manchester Ship Canal; but the present generation built it. In the time of the Roman occupation of Gaul they talked about the great German ship canal; but the present generation built it. In the time of the Pharaohs they discussed the subject of controlling the flow of the river Nile; but the men who built the pyramids could not and did not undertake that great project, and it remained for a commercial nation of the present age to build the greatest dam ever constructed by man, and now the flow of that ancient river through its fertile valley is absolutely controlled. For four long busy centuries the world has talked about the Panama Canal, and now the greatest nation in all the world proposes to build it. [Applause.] There is no scheme at the present time in the matter of waterway improvements too great for this nation to attempt.

Since the era of railroad building commenced in the world the English-speaking nations of the world have not been alive to the importance of waterways, and not long ago in a London periodical Arthur Lee called attention to the fact that the railroads of England had acquired nearly one-third of the mileage of the English canals and had succeeded in crippling the entire system; and at the present time a royal commission by authority of Parliament is conducting in England the most careful river and artificial waterway examination ever inaugurated by any nation, and the object is to determine whether there shall be a government ownership of all the canals there or a government ownership of all the railroads there. Not long ago we passed through the Congress a bill which has for its object the regulation of railroad rates, but as the years pass the country will find out that this attempt will prove to be a failure. You can not regulate the price of a bushel of wheat by law and you can not regulate the price of carrying a bushel of wheat a thousand miles by law, and you never will be able to do it. The only way to regulate the railroads of this country is to restore to these noncompeting railroad systems the competition they ought to have. You can not do that except by improving our rivers and harbors, except by developing the 16,000 miles of navigable rivers in the center of this great continent.

As we enter upon the water-controlling period of the world we enter upon another equally important period. The racial migrations which began centuries ago when the world was young have belted the globe, and to-day this country has com-

pleted the last link of this chain, and we are endeavoring in the islands of the sea, close to the cradle of the race, to implant our theories of government—our ideas and our ideals. In the march around the world racial migrations have moved always along east and west lines, but when a country is settled up, when a great section is settled up, the movement changes and there comes a north and south movement. In this country the men who live along the fortieth parallel in the State of New York, and along that same parallel in the State of Illinois, and along that same parallel in the State of California are engaged in about the same kind of occupations, producing about the same kind of things. There is no reason why the products of New York and the products of the same zone in Illinois and the products of the same zone in California should be exchanged. But for a long time in this country, compelled by the east-to-the-west movement of the population, the movement of commerce has also been along east and west lines, made necessary by the fact that the raw material of the West must be exchanged for the manufactured product of the East.

But we have reached the end of that movement now. The east to the west movement in this country is over, and the north to the south movement has commenced here and all over the world. Even in darkest Africa they still cling fondly to the "Cairo to the Cape" railroad theories of the great Cecil Rhodes.

In this country we have no more free lands to give away, and just this side of the Rocky Mountains the racial migration has been deflected and is pouring now into the wheat fields of Canada. And the real north and south movement is on. Whenever a country is settled up the east to west movement of commerce ceases and the north and south movement commences—and this always has been and always will be the natural movement of commerce—in order that the products of colder climes may be exchanged for the products of warmer climes. In the cities of the Pacific coast they are organizing now companies for the purpose of colonizing far-off sections in South America.

Simultaneously with the conclusion of the east to the west movement and the west to the east movement in this country, the country awakes to the fact that we have expanded within our natural boundaries until we have touched on either side the two great oceans of the world—the two great north and south highways of the world—easily accessible to all that portion of our population which lives between our mountain ranges and the seas, and we are awaking to the fact that between our mountain ranges this country has been supplied with the grandest river system on the globe, reaching every one of the Mississippi Valley States, and every one of these rivers flows from the north to the south. I have displayed upon this easel here in front of the Speaker's desk a map prepared by the Geological Survey from data furnished them by me, which shows the tendency of the north and south movement in this country. Up here in Canada the Province of Ontario is building from North Bay to Fort Churchill, North Bay being the northern terminus of the Grand Trunk Railway, a railroad, and has entered already upon that project. The Canadian Northern Railway is building from Winnipeg to Fort Churchill, upon Hudson Bay, at the present time another railroad, and they have completed over 200 miles of it, and to-day, through the great white mantle which covers the immense domains of Canada in that section, this road is being built at the rate of 3 or 4 miles a day, piercing the snows of the north on its way up to Fort Churchill. This road, it is expected, will be finished and in operation when this year's wheat crop is ready for the market. The Saskatchewan and Hudson Bay Company are building another railroad—and they have commenced upon that project already—from Edmonton north to Fort Churchill. These places on Hudson Bay are, of course, farther north than represented here on this map. The Northern Pacific Railway has surveyed a line from Devils Lake, N. Dak., all the way up to Fort Churchill, and within the next year, my information is, they will commence the construction of this north to the south railway.

Now, the reason for all this northward movement is this, that for the last two or three years the Canadian government has been investigating the possibilities of Hudson Bay, and they have found that away up there at Fort Churchill, itself within the wheat country of the north, is one of the greatest landlocked harbors on the globe. They have found that Hudson Bay is open from the middle of July to the middle of November of each year, and can be kept free from ice for a longer period than that by using ice crushers similar to those now in use on the St. Lawrence River or on the Great Lakes; and so, piercing the great wheat country of the north, these railroads are being built. Hudson Bay, the third in size and importance of the world's great inland seas, cleaves the continent of North America for a thousand miles. These railroads will be quickly built. There are no engineering difficulties to overcome, no great rivers to cross, no mountain ranges to pierce. They are being built by modern methods over a level plain, and we may expect them to be in operation soon. It is a thousand miles nearer from Winnipeg to Liverpool by the Hudson Bay route than by any other route. Canada, alive to the possibilities of water transportation, is seeking now the shortest and cheapest road to the sea.

What is to become of this great Red River wheat country of ours up there in the Northwest, when by this cheaper method of transportation the Canadian wheat fields become its competitor in the markets of Liverpool. There is no relief for that great section except to provide for it the same cheap method of reaching the ocean highways of the world. And you can not do that except by finding a way out through these lakes, down through the Illinois River and the Mississippi River, down also from the upper Mississippi River and from the Missouri River country to the southern Gulf. All the other outlets from the great interior of this continent to the sea, and there are only two other outlets, are controlled by the Canadian Government.

The city of Winnipeg is increasing in population at the rate of 30,000 a year and is building at the rate of $1,000,000 a month. There were days last year when her receipts of wheat from this as yet undeveloped wheat section exceeded the combined receipts of Duluth, Minneapolis, and Chicago.

I expect to insert here some practical suggestions from two practical business men in my district as to the importance of sufficient inland waterways. There is presented in these two letters I have here the subject in a more forceful way than I could ever expect to be able to do. The subject is presented from the standpoint of business men who have had experience and who know what they are talking about.

The following are the letters referred to:

HAVANA, ILL., *January 26, 1907.*

Hon. HENRY T. RAINEY, M. C.
Washington, D. C.

DEAR SIR: Your favor at hand and fully noted.

* * * * * * *

Up to 1885 there were over 300 canal boats on the Illinois and Michigan Canal engaged in carrying grain, lumber, coal, and other products.

But since that time, owing to the reduced rates on railroads, the boat business has been unprofitable, and there remain scarcely twelve boats on the Illinois River and canal.

The reason for this was that the railroads have kept adding improvements to their systems, so that they can pull with same crew fourteen times the tonnage they could twenty-two years ago, while the Illinois and Michigan Canal was built sixty years ago and no improvements had been added to it, so that larger tonnage could navigate its waters. The size of the locks are now so that a vessel longer than 90 feet can not pass through them.

The canal will not permit a boat drawing over 4 feet 8 inches of water to pass through. It takes six to eight days to make a trip through the canal by the ancient system of lockage. The boatman must have a good rate to stand the expense of such a trip.

Should the canal be deepened and the locks enlarged so as to admit of boats anywhere near the increased capacity of the railroad, the business would go back to the river. The railroads of Illinois now have not the capacity to carry the commerce of the State, and it is imperative that the waterways should be made so that they can be used profitably by the water craft by deepening them, so that boats of large tonnage can ply the waters. When this is done every canal and river point where there are railroads will be a receiving and distributive point.

And the result as to the use of the cars will be that the same car can be used several times more than at present where freight is transported in same car hundreds of miles and cars are on the way from ten days to sixty days and perhaps carry freight only one way.

The present way of handling the freight of the country is like the unorganized mob at a fire where each person seizes a bucket and fills it and runs to the fire to pour it on the fire instead of forming a line and passing the buckets of water from the pump to the fire. The railroads of this country are talking of the necessity of building 75,000 miles of railroad to meet the freight requirements of the country at the cost of billions of dollars. It does seem that the Government ought to improve its natural highways with a few millions, so as to reduce the necessary great outlay of the railroad systems as much as possible. The people have to pay for this and they are entitled to the cheapest transportation that can be given them.

Chairman BURTON certainly does not rise to the seriousness of the situation if he does not include a recommendation for the Illinois and Mississippi Valley waterway to have an appropriation.

Respectfully,

G. C. MCFADDEN.

JANUARY 30, 1907.

Hon. HENRY T. RAINEY, M. C.
Washington, D. C.

DEAR SIR: Our junior has written you something about the natural waterways and the canals, and I would like to add a little to the same, as I have been in the trade longer here and shipped a great deal of grain by water from this point. We once, before the close of the war, made a shipment of thirty canal boats of bulk corn Havana to New Orleans, the first bulk grain to go to that point. There were then no facilities there, and the grain was sacked and carted to all manner of storage places about the city and much of it reshipped to New York City via the Gulf and Atlantic route.

In later years we have shipped bulk grain there in large barges during the months of March and April—as much as 32,000 bushels on a single barge.

We loaded two barges, one with this amount and another with 22,000 bushels, in three days, at one time, that went direct to New Orleans, the St. Louis inspector inspecting it here. It was said to be destined

for Habana, Cuba, and broke bulk at New Orleans. Then it was a custom to ship most of the winter receipts by canal boat, either to Chicago or St. Louis, in the early spring, at rates the railroad could not touch at that time. Indeed, we have shipped by water at lower rates to Chicago than we have enjoyed by rail at any period. But the low water in the summer made transportation in anything like large quantities (full cargoes) impossible, and boats began to go out of commission, as they could not afford to remain idle so much of the year. The canal itself never permitted a full cargo to be taken to Chicago, as we were limited to 4½-foot draft, we think. It has been some years since we have shipped a cargo of grain ourselves, but since the Chicago Drainage Canal has turned water in the river there has been a better depth of water all through the season than known in earlier years.

There were once large fleets of boats owned by individuals that depended entirely on chartering for loads of lumber in Chicago and stone at Joliet for down river and grain back to Chicago or St. Louis. At present there is hardly a boat captain that owns his own boat. There are two firms at Pekin, Ill., that own a system of barges, and I think one controls the remnant of the canal fleet that was formerly at Henry. They do a large business now, up and down the river, carrying all grain to Pekin, right by the large market at Peoria, which has now no elevator with a river leg. In low water the boatmen used to have strenuous times, both above and below us, that the building of the dams did not cure. With an improved waterway and increased capacity of cargo for boats, it would again be a profitable or remunerative business. It is supposed to pay these Pekin people, because they enjoy some privileges in the way of eastern shipment, taking a so-called "river rate," this grain being counted as something that the eastern roads would otherwise never have a chance to carry. In the past it has been carried on a special "river rate" to eastern points. At least we so understand to be the case. Before the interstate bill was passed, Havana, Pekin, and Peoria also enjoyed rates of a special nature, called "river rates," which were about 5 cents or 5 to 8 cents per 100 less than rates named on the lines that carried the grain from points on their own lines farther east. Natural competition made such rates. Now, the writer differs from the way legislation is tending, *contending that* it is wrong to make a less rate for a long haul than for a short haul. Natural competition should cut some figure in such a ruling, and exceptions should be made.

But this is getting away from the waterways to the railroads, and what we want to impress upon you is that the waterway routes have been a great freight regulator and made rates cheaper. For instance, there was a time when almost all freight east of Pekin, Peoria, and Havana that went to New England or the Middle States or to the seaboard ports of New York, Boston, Philadelphia, Baltimore, or Portland or interior points in New England or Middle States was billed into one of these places, i. e., billed in but allowed to stand track, and then rebilled to these eastern points as originating from these three river towns at their special tariff rate. The in-billing rates were in a general way 5 cents per 100 and collected in cash or entered on the western bill of lading as "back charges." Grain thus routed paid less freight in and out than if billed *direct* east from the *initial point of loading*. There is no doubt but there would be a largely increased river traffic with improved hulls and larger cargoes. Even now there is great distress in New Orleans and the Gulf ports caused by ships waiting for grain ballast, which the existing railroads are unable to deliver to them, although the cargoes have been purchased for months, perhaps. Within two years a fleet of transfer elevators—floating elevators in New Orleans—have been sold. They used to do a good business transferring from barges to ocean-going vessels. After the experience with the railroads the past two or three years it would take a long time to forget the trouble and losses caused by the "no car" situation, and waterway business would boom. Coal traffic and road building would get a lift also. All that accumulation from the great cuts near Joliet ought to be utilized on our country roads, and it is a question of transportation. We trust you will remain enthusiastic in the cause of a deep waterway and that it will eventually be an accomplished fact.

Respectfully, B. H. MCFADDEN.

I want to call attention now to some of the canal work done in Canada. I have made this statement in other cities, and some of the great newspapers have taken issue with me. Already in Canada they have secured their 14-foot outlet all the way from Port Arthur, up there on Lake Superior, out to the sea. They have improved the St. Lawrence River until it is navigable now for boats drawing 14 feet of water—and a boat that draws 14 feet of water is an important craft in the commerce of the world. Recently a vessel accomplished the voyage around the north part of North America and discovered the Northwest Passage, the most difficult voyage, perhaps, ever undertaken by any vessel—the dream of a hundred years has been realized—and the vessel which accomplished that great feat drew less than 14 feet of water.

The entire wheat crop of California is carried in sailing vessels thousands of miles around the continent of South America to Liverpool, and the greater part of these vessels draw less than 14 feet of water. And this cheap method of transportation makes wheat worth more at the place of production in California than at any other producing point in any other State. Give us this channel and an ocean-going river steamboat will soon make itself felt in the commerce of the world. Breaking bulk at New Orleans, with the modern floating elevators in use there, is, however, not a particularly expensive proposition.

Not long ago there was organized in the city of Chicago, soon after the completion of the enlarged Welland Canal, in 1900, a company to transport grain from Chicago, without breaking bulk, to Liverpool; and the vessels belonging to this company made two or three trips all the way from Chicago, through the Laurentian system of canals, and unloaded their wheat at Liverpool. All of them drew, of course, less than 14 feet. But a hand of iron reached out and crushed that enterprise. Marine insurance companies put upon it a ruinous rate of insurance. From another direction there came a stronger source of opposition. These boats were sold, and this scheme was abandoned, and this new trade route has never yet become operative. The real reason for abandoning this enterprise remains something of a mystery to this day. I have always had a suspicion that the railroads of the country had something to do with it. I addressed a letter recently to Hon. O. P. Austin, Chief of the Bureau of Statistics, asking for information upon this matter. This competent and courteous official is always able to furnish all obtainable information and statistics upon any commercial subject. He conducts one of the most important and useful bureaus of the public service. His services are most valuable to the Members of this House and to the country. I received from him the following reply, which tends to confirm my suspicions. I expect to devote to this question at some future time some further research.

DEPARTMENT OF COMMERCE AND LABOR,
BUREAU OF STATISTICS,
Washington, January 4, 1907.

DEAR SIR: I have your letter of the 2d and am pleased to know that the information supplied you with reference to the shipment of wheat from California and freight rates was satisfactory.

Replying to your inquiry regarding the experiment made with ships cleared at Chicago for Liverpool via the Welland Canal and St. Lawrence River and canals, I can only say that I wrote the parties in Chicago who made the experiment and was informed by them that it was not a success. As I am unable to recall their names, I am not able to find their letter or even my own letters to them, but my recollection is that they stated that the failure was due, in part at least, to the very high insurance rates which they were compelled to pay on the grain passing through the canals, and that I also received an intimation in some way, whether from them or not I am unable to say, that *these excessive rates required of them may have been made at the instance of some unknown parties, who preferred that this system should not be built up as a rival to the other carrying systems.* How much there was in this last suggestion I, of course, do not know. I think you would be able to learn from some of the Chicago people, probably the Chicago custom-house officials or some of the grain exporters, the names of the parties who made this experiment and learn the facts more in detail from them; but my recollection is very distinct that they reported that the experiment was not a success and that they had decided to abandon it and put the vessels into service, I think, on the Atlantic coast, and that the high rates of insurance had at least something to do with the inability of this proposed system to compete with the systems already in existence. I also infer that the size of the ships which they were able to use for the canal transit was not sufficiently large to enable them to carry at proportionately low rates along the Lakes and across the Atlantic.

Regretting my inability to give you more definite information on this subject, I am,

Very truly, yours, O. P. AUSTIN,
Chief of Bureau.

Hon. HENRY T. RAINEY,
House of Representatives,
Washington, D. C.

Do you gentlemen know what can be accomplished in 14 feet of water? The greatest battle ship ever built by man can be floated in 14 feet of water; and it is only necessary to widen the Laurentian canals a few feet and the *Dreadnought*, properly lightened of her guns, can be brought up there to the Lakes. Through these locks, now 45 feet wide, one-half of all the war vessels of England can now be floated. If we must deal with improvements of this kind in the name of war, the time may soon come to demand this 14-foot channel to the sea, not so much in the name of commerce as for the future material safety of this nation.

I have before me the official documents which prove that this great Canadian waterway exists from the Lakes out to the sea. Canadian magazines at the present time are boasting of the fact that they are far in advance of us; that they have accomplished their object and have secured a 14-foot channel from these Lakes to the sea. At present they are arranging to deepen these channels so as to create a 20-foot waterway to the sea. We are at peace, of course, with all the world, but it has not been very long since—immediately after the launching of the *Dreadnought*—there was a ripple of unpleasantness, and it was intimated that in some way we had stolen the plans of the *Dreadnought*. But England did not object to giving the plans to Japan, and the evidence of the offensive and defensive alliance of the two great island nations is now apparent. We know now the Empire of Japan is completing the construction of its own *Dreadnought* on the plans of the great English battle ship.

It has been but a few days since there was another ripple of unpleasantness—it has not been satisfactorily explained yet—down here on the island of Jamaica. In time of peace it may still be well to prepare for war, and you can not do it better—you can not protect Cleveland, with her million-dollar harbor and her magnificent public building, any better than by providing this waterway, which will admit some of our own great war vessels to the Great Lakes.

Immediately after the opening of the last century we entered

into an agreement with England which prevented us from keeping any war vessels upon the Great Lakes and which operated in the same way as to England, and both nations have kept that agreement until this time. But England has perfected an arrangement by which in thirty days' time she could put half her war vessels upon the Great Lakes, and we look on without even a murmur of surprise. Her 14-foot channel exists entirely within her own boundaries, far beyond the reach of our guns.

There is nothing new in this Lakes-to-the-Gulf project. I understood the chairman of the River and Harbor Committee to say yesterday that the idea was new and not yet sufficiently considered. It is not a matter which has been only recently agitated. In 1846 a great river convention met in the city of Memphis, Tenn. Six hundred and fifty delegates attended. John C. Calhoun presided over the deliberations of that body, and in 1846 that great convention declared itself to be in favor of a deep waterway from the Lakes to the Gulf. Since that time a deep waterway from the Lakes to the Gulf has been made the subject of at least five detailed reports by the engineer officers of the Government, and I can easily find every one of them. When the old Canadian voyageurs thought they owned the Illinois country and the Mississippi Valley, they came nearly all the way by water down the Illinois and Mississippi rivers from the Great Lakes, and they dreamed of a waterway from the Lakes to the Gulf. But the scheme of a waterway from the Lakes to the Gulf dates farther back than any of these things. When the great Builder of worlds was building this particular world He furnished these Lakes with an outlet down through the Illinois and Mississippi rivers to the southern Gulf; and Chicago in her great undertaking has simply restored to the Lakes their ancient outlet; and now the waters of the greatest inland seas of the world to-day again mingle with the warmer waters of the Mexican Gulf.

The survey, commenced five years ago by order of Congress, from Lockport, the southern terminus of the drainage canal, to St. Louis has been completed. The engineers found that a 14-foot channel was feasible as an engineering proposition all the way down, as far as they were authorized to go, to the city of St. Louis. Since that time great conventions have met and have indorsed this proposition, but some engineer officers of this Government in a few words disposed of everything that has been said upon this subject. When this matter was submitted to them by the River and Harbor Committee, they disposed of the whole subject in the following words:

> The saving that would accrue to the country at large by the construction of a 14-foot waterway is largely conjectural. In the opinion of the board such benefits would not be sufficient to warrant an expenditure by the General Government of $30,000,000.

The engineers of this Government have never advocated any project of real advantage to the nation. They presented an unbroken front when Eads proposed to build the jetties down at the mouth of the Mississippi River, and they said it could not be done, that a lateral canal was the thing to build. Upon his own responsibility he undertook that great work. He advised the improvement of the Southwest Pass, but they required him to improve another pass. That scheme proved successful, and now vessels drawing 30 feet of water can sail where vessels drawing 12 feet of water could not sail before. The Government is now also improving the Southwest Pass. When it was proposed to build the *Monitor*, the engineer officers of this Government opposed it and said it could not be done. They required a company to be formed, and the company was required to give a bond that the *Monitor* would be successful. They required that the test be made in actual war under the guns of the enemy's vessels, and it was done, and the *Monitor* saved the country untold millions of dollars and revolutionized the art of modern naval war.

The Canadian government built the first canal around the Falls of St. Marys River in 1790. In 1839 the State of Michigan sent engineers, workmen, and contractors up to the St. Marys River country to commence the building of the present great St. Marys River Canal, and the engineer officers of the Government and the Army officers of the Government met them there in that northern country and said: "You can not build this canal. The demands of commerce are not great enough to require it, and it is not possible as an engineering feat." The development of the great northwest section of our country was delayed twenty years on account of the position taken by American engineers. To-day the engineers connected with the Naval Department present an unbroken front against submarines, and advocate the building of immense floating steel forts; but over in France they have adopted a different scheme, and they have proven that these little submarines, from unknown depths, unseen and in perfect safety, can launch terrible engines of war, armor-piercing projectiles, against the great battle ships we are building. You can not expect any great things to come from the Army engineers of this country.

It is a popular superstition that we graduate engineers up at West Point. I have looked into the statistics, and I propose to put my correspondence on this question in the RECORD, showing that in thirty years we have only graduated 178 engineers from West Point. The War Department itself regards every one of them as incompetent and prefers to employ in the great engineering works of this country the engineers who are graduates of our universities which have engineering departments. I propose not to read now, but to put in the RECORD, a letter from General Mackenzie himself which establishes this fact. The engineers employed on public works are every day leaving the employment of the Government to seek the higher wages and the better salaries paid them by railroads, and I will put in the RECORD some correspondence on that subject which establishes that fact. You can not expect any board of engineers to recommend any scheme that interferes with the rights of transcontinental railroads in this country; and when this board of engineers filed this opinion against this project there went up from every transcontinental railroad president's office in the United States a growl of joy.

The chairman of the River and Harbor Committee stated yesterday that every project in this bill was submitted, by virtue of the statute, to the board of review for rivers and harbors, to get its opinion as to the commercial necessity for the improvement. I am sorry the chairman of the committee is not here now, but I will put the statute on the subject in the RECORD. There is no such authority there. It authorizes the River and Harbor Committee to apply to this board for a finding of facts only after a project has been adopted and after an appropriation has been made in support thereof, but this particular project has never been adopted and no appropriation in support of it has ever been made.

I will insert here section 3 of the act approved June 13, 1902. The section referred to is as follows:

> That there shall be organized in the Office of the Chief of Engineers, United States Army, by detail from time to time from the Corps of Engineers, a board of five engineer officers, whose duties shall be fixed by the Chief of Engineers, and to whom shall be referred for consideration and recommendation, in addition to any other duties assigned, so far as in the opinion of the Chief of Engineers may be necessary, all reports upon examinations and surveys provided for by Congress, and all projects or changes in projects for works of river and harbor improvement heretofore or hereafter provided for. And the board shall submit to the Chief of Engineers recommendations as to the desirability of commencing or continuing any and all improvements upon which reports are required. And in the consideration of such works and projects the board shall have in view the amount and character of commerce existing or reasonably prospective which will be benefited by the improvement, and the relation of the ultimate cost of such work, both as to cost of construction and maintenance, to the public commercial interests involved, and the public necessity for the work, and propriety of its construction, continuance, or maintenance at the expense of the United States. And such consideration shall be given as time permits to such works as have heretofore been provided for by Congress, the same as in the case of new works proposed. The board shall, when it considers the same necessary, and with the sanction and under orders from the Chief of Engineers, make, as a board or through its members, personal examinations of localities. And all facts, information, and arguments which are presented to the board for its consideration in connection with any matter referred to it by the Chief of Engineers shall be reduced to and submitted in writing, and made a part of the records of the Office of the Chief of Engineers. It shall further be the duty of said board, upon a request transmitted to the Chief of Engineers by the Committee on Rivers and Harbors of the House of Representatives, or the Committee on Commerce of the Senate, in the same manner to examine and report through the Chief of Engineers upon any projects heretofore adopted by the Government or upon which appropriations have been made, and report upon the desirability of continuing the same or upon any modifications thereof which may be deemed desirable.
>
> The board shall have authority, with the approval of the Chief of Engineers, to rent quarters, if necessary, for the proper transaction of its business, and to employ such civil employees as may, in the opinion of the Chief of Engineers, be required for properly transacting the business assigned to it, and the necessary expenses of the board shall be paid from allotments made by the Chief of Engineers from any appropriations made by Congress for the work or works to which the duties of the board pertain.

I have just called attention to section 3 of the act approved June 13, 1902, the river and harbor act of that year. The statement made by the chairman of this committee yesterday was that this survey or this project had been submitted by the Committee on Rivers and Harbors to the Board of Engineers created by virtue of this act for a finding as to the commercial necessity of a 14-foot waterway from Lockport to St. Louis. There is no authority conferred by the section I have read for this reference. The Chief of Engineers may require certain findings from this Board, but the Committee on Rivers and Harbors can only ask a report from the Board of Engineers upon "projects heretofore adopted by the Govern-

ment or upon which appropriations have been made." This project has not yet been adopted and no appropriations have been made upon the same. The reference therefore was entirely without authority of law.

The section to which I have referred was again amended by the act of March 3, 1905—the river and harbor bill of that year—and the provisions of the section were extended by the latter act so as to require the Board to examine and review surveys as well as projects provided for by acts and resolutions prior to the river and harbor act of June 13, 1902.

I submit that a great committee of this House has not the moral right to surrender its functions to a purely executive board. If this statute is to be recognized in the future, it will contribute more to militarism in this country than any other one thing I think of now. A board of Army engineers, if they are competent, ought to be called upon for an opinion as to the engineering features of a project and as to its feasibility, not its commercial desirability. The judgment of Army officers on a matter of that kind is entirely without value. Army officers in general, and the Army officers on this particular board, have had nothing to do with affairs—they have probably in all their lives never made a dollar in any commercial transaction. They have little sympathy with the commercial development of the great West. The glorious days in the West, in their judgment, were the days when Army officers, at the head of crushing squadrons of cavalry, were chasing Indians across the plains, who always ran away at their approach. They find little evidence of the present greatness of that section in the fields of wheat that ripen under the summer sun or in the millions of acres of corn that rustle in the winds of autumn.

If I could ever be induced to subscribe to a national policy of foreign spoliation and conquest, it would be for the reason that by embarking, on a larger scale, in exploitations of that character we might be able to get rid of the Army officers that infest this capital in such enormous numbers. I have never been able to find a good reason for keeping them here. Resplendent in gold lace, they contribute to the color scheme at White House receptions; this seems to be about the extent of their utility in the capital city.

The particular board who, in forty-four words, disposed of this great subject and who signed their names to this particularly erudite report is composed of the following Army officers: Col. D. W. Lockwood, who entered the Military Academy in 1862 and who has been in the service since that time; Lieut. Col. R. L. Hoxie, who entered the Military Academy in 1864 and who has been in the service since that time; Maj. C. McD. Townsend, who entered the Military Academy in 1875; Maj. E. Evelith Winslow, who entered the Military Academy in 1885 and who had been on this board only a few months when he subscribed to this report; Capt. Charles W. Kutz, who entered the Military Academy in 1889. All of the above-named Army officers have been in the service of the United States since they were boys. During the greater portion of that time they have received small salaries, and none of them except Colonel Lockwood have ever received a larger salary than $3,000 per year, and if he is getting a salary larger than that now he has not been receiving it a very long time. They are as ignorant as infants of the ordinary business affairs of life. You can not expect them to recognize the great demands of present-day commerce and the necessity for the development of cheap transportation facilities. A statute which confers that authority upon them is wrong. An attempt to follow it will have a particularly depressing influence upon the future commercial development of the country.

There is not even a great engineer on this board; a really great engineer would have been absorbed long ago by the railroad companies. West Point never has produced a great engineer or even a competent engineer, and that institution never will produce an engineer that can be called either great or competent. Fortunately for the country, however, a majority of the engineers engaged upon public works are graduates of our universities that are provided with engineering departments. The engineers provided by the Army are simply ornamental heads for our engineering equipment; the real work is done by the civilian engineers. Army engineers do not do it, they simply get the credit for doing it. Civilian engineers in the employ of the Government are being drawn upon so largely by railroads that they hardly constitute an impartial body of men. There is present even with them a tendency to color purely engineering reports in the interest of railroad transportation companies. In support of the statements I have been making about engineers I will incorporate here in my speech my correspondence with the Departments upon this subject, and I will do so without further comment upon this phase of this question.

The following is the correspondence referred to:

COMMITTEE ON LABOR,
HOUSE OF REPRESENTATIVES UNITED STATES,
Washington, D. C., December 21, 1906.

Hon. OSCAR P. AUSTIN,
Chief Bureau of Statistics,
Department of Commerce and Labor, Washington, D. C.

DEAR SIR: I am studying our military and naval schools at West Point and Annapolis. At West Point a number of graduates enter the engineering department of the service.

1. I am anxious to find out how many have entered the engineering department in the last twenty-five or thirty years; and
2. I also want to find out how long they remain in the Army.
3. About what proportion of them resign from the Army in order to accept employment from railroads or to accept employment in other branches of industry?
4. Do West Point and Annapolis furnish the Government with any considerable proportion of the engineers now employed on Government works and employed in other capacities by the Government?
5. How many of these engineers come from the schools and colleges provided with engineering departments?
6. Is any considerable proportion of the young men educated in our schools lured away from Government employ by the larger salaries paid by railroads, etc.?

I wish you would advise me where I can find statistics on the above subjects. If you have anything that will assist me in the investigation, please oblige me by sending it to me.

Respectfully,

HENRY T. RAINEY.

DEPARTMENT OF COMMERCE AND LABOR,
BUREAU OF STATISTICS,
Washington, December 22, 1906.

Hon. HENRY T. RAINEY, M. C.,
House of Representatives, Washington, D. C.

SIR: I am in receipt of your letter of the 21st instant, asking for information as to how many of the graduates of West Point and Annapolis resign from the Army to accept employment from the railroads or other branches of industry; also for information as to such graduates along other lines.

In response, I have to inform you that this Bureau has no information on this subject. It is believed that the records of the War and Navy Departments can afford you the best information in regard to the matter. I have therefore referred your letter to the chief clerk of the War Department, with the request that he will furnish you such information as he can, and forward the letter to the Navy Department for such data as it can supply. It might be well for you to take the matter up directly with those Departments.

Very truly, yours,

O. P. AUSTIN, *Chief of Bureau.*

DEPARTMENT OF COMMERCE AND LABOR,
BUREAU OF STATISTICS,
Washington, December 22, 1906.

CHIEF CLERK,
War Department, Washington, D. C.

SIR: I inclose to you herewith a letter from Hon. Henry T. Rainey, M. C., asking for information in regard to the West Point and Annapolis graduates. Please furnish Mr. Rainey such information as you can, and forward the letter to the Navy Department for reply with respect to graduates from the Naval Academy. Mr. Rainey has been informed of this reference.

Very truly, yours,

O. P. AUSTIN, *Chief of Bureau.*

WAR DEPARTMENT,
THE MILITARY SECRETARY'S OFFICE,
Washington, December 29, 1906.

Hon. HENRY T. RAINEY,
House of Representatives, Washington, D. C.

SIR: I have the honor to inform you that your letter of the 27th instant to the Secretary of War, inclosing a copy of your letter of the 21st instant to the Chief of the Bureau of Statistics regarding graduates of the United States Military and Naval academies, has been referred to this office. Your former letter, which was referred by the Chief of the Bureau of Statistics to the War Department was also referred to this office.

The information you desire, so far as it relates to the graduates of the United States Military Academy, is not contained in any publication, but the superintendent of the Military Academy was called upon to furnish such information as the records of the acadmey afford on the subject, and his reply, giving the number of graduates who were promoted in the Engineer Corps or subsequently transferred thereto, since 1870, has been received and referred to the Chief of Engineers for such further information in the line of your inquiry as he may be able to furnish. When his reply shall have been received all the information obtained will be promptly transmitted to you.

Respecting the graduates of the Naval Academy, it is suggested that you communicate directly with the Navy Department instead of awaiting reference of your original letter to that Department after it shall have been received back from the Chief of Engineers.

Very respectfully,

F. C. AINSWORTH,
The Military Secretary.

WAR DEPARTMENT,
THE MILITARY SECRETARY'S OFFICE,
Washington, January 3, 1907.

Hon. HENRY T. RAINEY,
House of Representatives, Washington, D. C.

SIR: I have the honor, by direction of the Secretary of War, to return herewith your letter of the 21st ultimo to the Chief of the Bureau of Statistics, requesting certain information regarding graduates of the United States Military and Naval academies and engineers employed on public works, and to invite your attention to the reports of the superintendent of the Military Academy and of the Chief of Engineers, indorsed on your letter, giving all available information on the subjects of your inquiry.

Very respectfully,

F. C. AINSWORTH,
The Military Secretary.

[First indorsement.]

WAR DEPARTMENT,
THE MILITARY SECRETARY'S OFFICE,
Washington, December 24, 1906.

Respectfully referred to the superintendent, United States Military Academy, West Point, N. Y., requesting the return of these papers, with such information as he may be able to furnish in reply to the inquiries of Representative RAINEY.

F. C. AINSWORTH,
The Military Secretary.

[Second indorsement.]

HEADQUARTERS UNITED STATES MILITARY ACADEMY,
West Point, N. Y., December 27, 1906.

Respectfully returned to The Military Secretary, War Department, Washington, D. C. Between the years 1870 and 1906, inclusive, 178 cadets were promoted from the academy into the Engineer Corps of the Army. There are also at present in the Engineer Corps 14 other officers who graduated during this period and were transferred to the engineers subsequent to graduation. Of this total of 178, there are at present on the—

Active list	151
Retired list	3
Resigned	12
Died in service	11
Dismissed	1

It is probable that most of the officers resigning did so in order to accept more lucrative positions.

The above answers the first three of the inquiries of the Hon. HENRY T. RAINEY, as far as these inquiries relate to the Military Academy.

Referenee to the Chief of Engineers is suggested for information as to the present proportion of engineer officers employed on Government works and in other capacities by the Government. No information is available here as to what proportion of the engineers employed by the Government comes from schools and colleges provided with engineering departments.

T. B. SCOTT,
Colonel, United States Army, Superintendent.

[Third indorsement.]

WAR DEPARTMENT,
THE MILITARY SECRETARY'S OFFICE,
Washington, December 28, 1906.

Respectfully referred to the Chief of Engineers for remark.
By order of the Secretary of War.

HENRY P. MCCAIN,
Military Secretary.

[Fourth indorsement.]

WAR DEPARTMENT,
OFFICE OF THE CHIEF OF ENGINEERS,
Washington, January 2, 1907.

1. Respectfully returned to The Military Secretary.
2. Questions one, two, and three having been covered by the Superintendent of the United States Military Academy, leaves only four, five, and six to be answered.
3. As to question four, it may be said that including all the Departments of the Government which conduct "public works" or employ engineers in "other capacities," *the engineer officers who are graduates of the Military Academy form but an insignificant proportion, numerically, of the total number of engineers who serve the United States.*
4. As to question five, there are no data on the records of this office sufficiently complete to permit a definite reply. So far as the Engineer Department is concerned, *a large number of the civil engineers employed are graduates of engineering colleges, and preference is given to such graduates in all cases.*
5. As to question six, it can be said that a *number of valuable civilian assistant engineers have left the service of the Corps of Engineers during the past few years to engage in more lucrative private practice or to accept higher salaries from other parties.*

A. MACKENZIE,
Brigadier-General, Chief of Engineers, U. S. Army.

NAVY DEPARTMENT, BUREAU OF NAVIGATION,
Washington, D. C., January 19, 1907.

SIR: In reply to your letter of the 27th ultimo, I have the honor to advise you that there is no engineer corps in the United States Navy at the present time. The course of instruction prescribed at the Naval Academy qualifies every graduate of that institution for the performance of such engineering duties as required in the Navy, and no graduates of any school or college other than the Naval Academy and the officers who rise from the warrant officers' grades to the line of the Navy through competitive examination are employed in such capacity. *A number of officers of the line have resigned in recent years in order to accept more remunerative positions in civil life,* but the Bureau has no statistics from which to compile information as to the salaries paid or character of the work offered.

There is a corps of civil engineers in the Navy, in which there are thirty-three commissioned officers. Five of these officers are graduates of the Naval Academy. One of these five received a degree in civil engineering from an engineering school, and the other four are pursuing a special course of instruction at an engineering school.

The Department has no information as to the number of engineers employed on public works who are graduates of colleges that have engineering departments.

Very respectfully,

W. P. POTTER,
Acting Chief of Bureau.

Hon. HENRY T. RAINEY, M. C.,
House of Representatives, Washington, D. C.

As opposed to the opinion of this Board of Engineers I propose to insert in the RECORD at this point in my speech the remarks of Hon. Theodore P. Shonts, chairman of the Isthmian Canal Commission, before the Chicago Commercial Club, January 26, 1907; and I also put in the RECORD here the resolutions recently adopted by the Illinois Society of Engineers and Surveyors, which are embodied in a letter addressed to the Speaker and to the Members of this House and bearing date the 23d day of January, 1907.

The matter referred to is as follows:

[Extract from address of Hon. Theodore P. Shonts.]

If conditions were to remain permanently as they are to-day, there might be a doubt as to the wisdom of this expenditure [for the canal]; but when we look around and see the rapidly increasing population and resulting density of traffic in our own country, when we observe that our vast transportation facilities, which made possible our country's wonderful expansion and form the underlying basis of our prosperity, are simply swamped with the traffic which they are called upon to handle, and when we contemplate the enormous amount of money that must be raised to adequately provide facilities for taking care of the increased volume of business, we are compelled to conclude that the superfluous population of the earth will soon be forced into other channels than the United States, and is not unlikely to move into the vast fertile plains and rich regions of our South American neighbors.

NEED WIDER MARKETS.

Notwithstanding our phenomenal growth in population, our capacity to produce in both field and factory has more than kept pace with our growth in numbers. If our prosperity is to continue, we must have wide markets for our goods. What better fields for exploitation exist than the territory of our next-door neighbors in Central and South America? But while it is necessary to have the markets in which to sell our goods, it is equally necessary to have the facilities with which to transport them. I mean by this that the volume of our export trade to-day is seriously hampered by the overtaxed condition of our railways, especially at terminal points; in fact, it is a serious question whether it has not reached its limit under present conditions. Many of the important railway systems in their desire to provide more adequate accommodations are going so far in their efforts to raise money for this purpose as to well-nigh imperil their credit.

Port terminals are already so scarce and valuable as to render adequate relief in that direction improbable, in fact, impossible, at any reasonable cost. It is therefore suggested that there be created a vast interior harbor reaching from Chicago to the Gulf.

TERMINAL OPPORTUNITIES.

The beneficial effects of such a harbor are many and obvious. In the first place, it would furnish opportunities for the creation of terminal facilities along its entire length. In the second place, it would build up and develop the entire Mississippi Valley by giving it the advantages of terminal ports brought close to its doors. In the third place, and this has a most direct bearing on our canal proposition, it would give the people of our great Middle West, with their geographical proximity and these superior transportation facilities, a distinct advantage over the rest of the country in commanding the South American trade.

PEORIA, ILL., *January 23, 1907.*

Hon. JOSEPH G. CANNON,
Speaker of the House of Representatives,
and Members of Congress from Illinois, Washington, D. C.

DEAR SIRS: We, the undersigned members of the Illinois Society of Engineers and Surveyors, in annual session assembled, do hereby address the following memorial to you in expression of our deep conviction of the feasibility and practicability and the commercial utility (in comparison to its probable cost) of the proposed improvement of the Illinois River into a commercial waterway having a channel of not less than 14 feet in depth as a connection between the already nearly completed sanitary and ship canal leading from Chicago to Joliet with the Mississippi River at or near St. Louis.

We are fully aware that this subject is at the present time before the House of Representatives for consideration, and we are reliably, though not officially, informed that the two boards, one of survey and one of investigation, of the United States Government have investigated by survey and inquiry into the question of the feasibility and commercial utility of this project and have made their reports to Congress. That the report of the first board of survey unqualifiedly commends the practicability and feasibility of the plan with an estimate of its cost. That the second board, while admitting the practicability and feasibility of the plan and not taking exception to the estimate of cost, has assumed that such cost was in excess of the value of the improvement to the nation from the standpoint of its commercial utility.

Now, therefore, we as practical men, interested only in the ultimate welfare of the State and nation, believe it to be our duty to express our doubt as to the correctness of the deduction of the latter board when viewed from the broad standpoint of the probabilities of the future as judged from the experiences of the past. We firmly believe that statistics showing the amount of traffic now existing, or to immediately seek use of this commercial highway if completed, would not be broad enough to indicate the value of such a work to the State and nation. There is no question of the amount of toll to be received affected by the amount of traffic on the canal. There is no question of commercial success or failure of the work as a business enterprise. It is not such a toll route nor such a business enterprise.

As it appeals to us, the question is, What will be the broader effect upon the business and prosperity of all the territory which is subject to its possible use or the possible effect upon the cost of freight as carried from one city to another over this great projected highway? It is impossible to estimate the great regulation of the cost of carriage of all freight that would be effected by connecting the largest inland lake system in the known world directly with the largest known system of river transportation in the world by such a waterway as would permit the floating of steam vessels of a large enough size and proper shape to carry the freight on the lake system and deliver such freight to the river system without transshipment or the breaking of bulk; this great water highway, representing a free and untrammeled means of access, a right of way, subject to the control of no monoply whatever, but open to the free use of the public. There can be no doubt but that the cost of all the heavy freight carriage that could be in any way tributary to this lake and river system would by this competition be reduced to an extent which no legislation or force of mere corporate competition could effect. We believe ultimately the whole nation would profit in the possibility of a future connection between the Gulf of Mexico and the Great Lakes when this waterway should be so extended as to reach the Gulf and a source of internal defense created by means of a properly constructed navy that would be of greater value in case of emergency than many times the same amount of money expended on immense battle ships that could be of no value whatever for our *internal* defense.

We further represent that we believe such a judgment as is ren-

dered by this board, if it had been applied to the construction of the canals and locks at the Sault Ste. Marie, based upon statistics covering only the traffic known at that time over the proposed route, would have prevented forever the construction of that most wonderful highway of commerce, and that the same argument would have prevented private enterprise from ever constructing any of the great transcontinental railroads and would doubtless prevail against the construction of the Panama Canal and would never have permitted England to have expended millions of dollars on the Suez Canal.

Finally that nothing but the experience of the future and analogy with above cases can absolutely prove what we fully believe to be the fact, namely, that the completion of a 14-foot channel to connect the Lakes at Chicago with the Mississippi River at St. Louis will be not only a justifiable expenditure for the United States from the local standpoint of the State of Illinois, but from the standpoint of the future best welfare of the nation.

Respectfully submitted.

Dabney H. Maury, *President;* A. W. Gates, Monmouth, Ill.; Clark G. Anderson, Moline, Ill.; C. A. Prout, Wheaton, Ill.; Fred. W. Honens, Sterling, Ill.; Jos. A. Moore, Chicago, Ill.; T. L. Burkland, Peoria, Ill.; A. W. Bell, Bloomington, Ill.; H. C. Hoagland, Decatur, Ill.; J. E. Kemp, Kewanee, Ill.; Hugo Lucas, Peoria, Ill.; Henry Bloompot, Peoria, Ill.; W. E. Burkhalter, Peoria, Ill.; J. G. Melluish, Bloomington, Ill.; Clem. L. Cravens, Toulon, Ill.; D. H. Roberts, Peoria, Ill.; J. G. Hare, Bloomington, Ill.; H. Foster Bain, Urbana, Ill.; A. F. Nichol, Marseilles, Ill.; Lloyd Z. Jones, Galva, Ill.; W. G. Kirchoffer, Madison, Wis.; J. W. Woermann, Peoria, Ill.; R. S. Wallace, Peoria, Ill.; J. W. Dappert, Taylorville, Ill.; S. T. Henry, Chicago, Ill.; P. C. Knight, Pontiac, Ill.; A. N. Talbot, Urbana, Ill.; W. A. McCully, Bloomington, Ill.; J. C. Quade, St. David, Ill.; Chas. H. Dunn, Peoria, Ill.; Chas. B. Burdick, Chicago, Ill.; S. N. Johnson, Springfield, Ill.; Web. P. Bushnell, Quincy, Ill.; John M. McNabb, McNabb, Ill.; Julius G. Gabelman, Chicago, Ill.; Henry B. Dirks, Chicago, Ill.; G. C. Fairclo, Champaign, Ill.; Frank W. Ives, Bloomington, Ill.; E. M. Schiflow, Elgin, Ill.; W. M. Wood, Decatur, Ill.; D. J. Stanford, Chatsworth, Ill.; A. B. Alexander, Decatur, Ill.; Geo. M. Clark, Low Point, Ill.; O. H. Nicolet, La Salle, Ill.; John J. Haran, Champaign, Ill.; A. D. Thompson, Peoria, Ill.

I do not want to make the charge, so often made with reference to river and harbor bills, that this bill is simply another "pork barrel." My interest in waterways is too great to permit me to do or to say anything that might contribute in the least toward discouraging future large river and harbor appropriations. I notice, however, that "Raccoon Creek" is quite liberally provided for in this bill. I do not know where "Raccoon Creek" is; I have never heard of it before. It may be an important commercial stream. If it is, I congratulate the committee upon discovering it. But while I congratulate them in this particular, I am unable to understand why a committee that is able to discover "Raccoon Creek" at the same time almost forgot that the Mississippi River extends in its southward course from St. Louis to Cairo. I do not know who represents the Congressional district in which "Raccoon Creek" is located; but I undertake to say that whoever does represent this particular district here will be found voting for this bill just as it is and will be found opposing any amendment we may offer. I have no doubt that all the people in that section, from the headwaters of "Raccoon Creek" all the way down along its majestic course to the sea, will be particularly grateful to the man who has succeeded in getting in the bill this appropriation, and, of course, they ought to feel that way. "Contentnia Creek" is also provided for in this bill, and somewhere there is some Member of Congress who will be "content" with that and who will oppose all amendments to this bill.

I do not know where "Blackwater Creek" is located nor where "Nomini Creek" can be found; and I notice also that "Mantua Creek," "Wappinger Creek," and "Browns Creek" are all liberally provided for in this bill. The fact that I have never heard of any of these streams is due, of course, to my lack of knowledge of the geography of the country. They may be important streams; I do not say they are not. If they are important I congratulate the committee upon their discovery. I know, however, where the Chicago Ship Canal is, and the Illinois River, and the Mississippi River, and every man, woman, and child in this country knows where these great waterways are. I can not understand how the same committee which is able to find the creeks to which I have called attention is unable to discover any commercial importance in the waterways to which I have called attention. The bill has been carefully drawn; its passage unamended I am afraid is assured. The "pork barrel" features are not entirely absent.

The thing to be most condemned, however, about this measure is the general policy of the bill, which, if continued, will compel the entire country to pay tribute to the steel trust and its allied organizations. It is this feature of the bill which requires the most serious consideration. It is this apparent policy of waterway improvement in the interior of the country that ought most to arouse the public conscience. There is no way of combating this policy or its tendencies, except by commencing in the near future the construction of this great water highway from the Lakes to the sea. I desire to discuss briefly this feature of the bill.

Not long ago, fifteen years ago or so, we undertook the construction of the Hennepin Canal. I have indicated it there on that large map. The reason for undertaking the construction of that canal was to provide a short and cheap waterway, 7 feet in depth, from the twin cities of the north and from the great Northwest to Chicago and the Lakes. That waterway is nearing completion. It will be ready for operation during the coming summer, as I am advised. But when they undertook the construction of the Hennepin Canal we had a waterway in Illinois leading from La Salle, the head of navigation on the Illinois River, up to Lake Michigan, nearly a hundred miles—the old Illinois and Michigan Canal.

The commencement and completion of this waterway—I refer to the Hennepin Canal—was made possible by the fact that it only completed the link between the great Northwest and Lake Michigan. Since that time the Illinois and Michigan Canal has ceased to exist. The railroads commenced their fight against waterways in Illinois over thirty-six years ago, and in the State constitution adopted at that time it was provided that the State could not make any appropriations for the support of canals. But the years passed, and appropriations were made every year until last year, and the Illinois and Michigan Canal was kept in operation. Last year from some direction, no man knew where, there came an opposition to further appropriations. Injunction proceedings were brought; the law was plain, the courts could do nothing else, they were reluctantly compelled to enforce this railroad provision of the constitution.

There is now no money to maintain the decaying locks of the Illinois and Michigan Canal, and the approaching season will see the last of that great waterway. The millions expended on the Hennepin Canal are absolutely wasted unless there is a canal from La Salle, the head of navigation on the Illinois River, up to Lake Michigan.

But a singular thing happened. At the very time they commenced out in Illinois to fight the Illinois and Michigan Canal in the courts; over there 800 miles away they commenced a movement for the Lake Erie and Ohio River Canal. During the closing hours of the last session there slipped through this body a most extraordinary piece of legislation, a bill authorizing the ironmasters of Pittsburg to build a canal from a point near Cleveland, on the Lakes, down to Pittsburg, having a depth of not less than 12 feet.

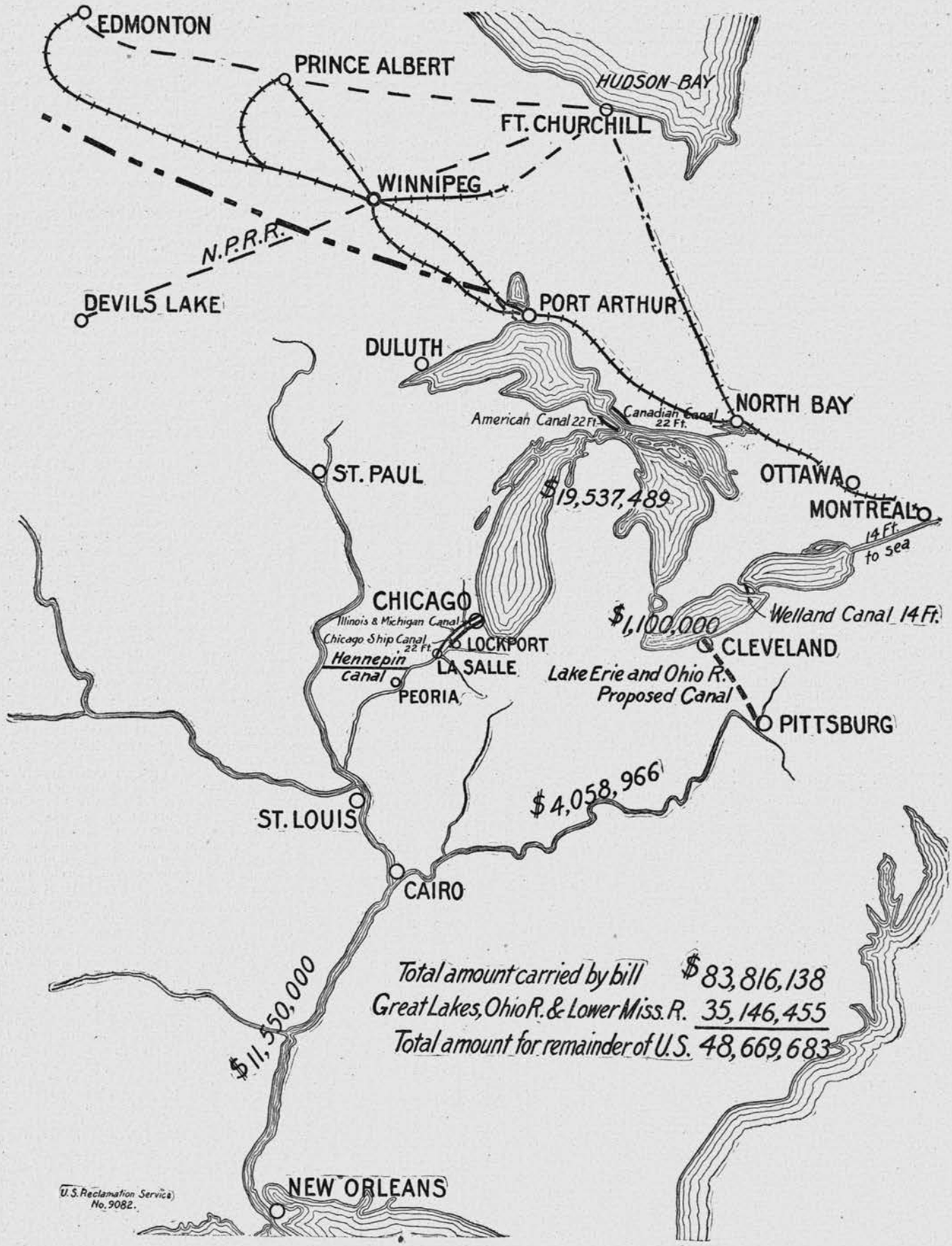
Now, bearing in mind these two facts, that from some source, no man knows where, came the legal proceedings which resulted in closing the waterway in Illinois connecting the Lakes with the river—the party appearing as complainant in that proceeding had not the slightest interest in the subject-matter of that suit—and that at the same time these millionaires of Cleveland and Pittsburg got through Congress this bill, I want you to look at this map I have caused to be displayed here.

The appropriations for the Great Lakes, added together, amount to something over $19,000,000. The appropriation for the 900 miles of the Ohio River between Pittsburg and Cairo amounts to over $4,000,000. The appropriations for the lower Mississippi River amount to over $11,000,000. The policy of a bill like this means this and nothing else: It means the development of an immense commerce on these, to us, landlocked lakes; it means the development of immense commercial possibilities along the Ohio and lower Mississippi rivers, and it means more than this—if the commerce of the Ohio River and lower Mississippi and the commerce of the Great Lakes is to be exchanged, it must be done through this canal, upon which they are authorized to issue $800,000,000 worth of stocks and bonds—ten times the sum required to build it. It must go through this canal; and upon it, according to this act, and I have it before me, the ironmasters of Pittsburg may levy any kind of toll they please.

In the olden days robber barons and other dignitaries established their castles along the Rhine and along the other commercial waterways of Europe and enforced their right to demand toll of every vessel that passed their fortresses loaded with merchandise. If this policy is to continue, we are building up here in this country a tremendous commerce which can exist only by paying tolls to these modern robber barons—the ironmasters of Pittsburg—and in no other way.

The Cape May project illustrates further the influences which seem to have been paramount in the preparation of this bill. Over a million dollars is appropriated for the construction of a harbor for Cold Springs Inlet. The Cape May Realty

[NOTE.—*The Lake Erie and Ohio River Canal, under the act of Congress, may start on Lake Erie at any point between the mouth of Grand River, 28 miles east of Cleveland, and the Pennsylvania and Ohio State line, and not at Cleveland, as apparently shown on this map. It has its southern terminus on the Ohio River near Pittsburg.*]


EDMONTON
PRINCE ALBERT
HUDSON BAY
FT. CHURCHILL
WINNIPEG
N.P.R.R.
DEVILS LAKE
PORT ARTHUR
DULUTH
NORTH BAY
American Canal 22 Ft.
Canadian Canal 22 Ft.
ST. PAUL
$19,537,489
OTTAWA
MONTREAL
14 Ft. to sea
CHICAGO
Illinois & Michigan Canal
Chicago Ship Canal 22 Ft.
Hennepin canal
LOCKPORT
LA SALLE
PEORIA
$1,100,000
Welland Canal 14 Ft.
CLEVELAND
Lake Erie and Ohio R. Proposed Canal
PITTSBURG
ST. LOUIS
$4,058,966
CAIRO
$11,550,000
Total amount carried by bill $83,816,138
Great Lakes, Ohio R. & Lower Miss. R. 35,146,455
Total amount for remainder of U.S. 48,669,683
U.S. Reclamation Service No. 9082.
NEW ORLEANS

Company will profit enormously by this large expenditure, and the Government is presenting the millionaires of Pittsburg with a splendid harbor of refuge for their private pleasure yachts. I have no time to discuss this matter, but it is interesting to note that the millionaires of Pittsburg own the stock in the Cape May Realty Company.

There is only one way by which this depressing effect upon the commerce of the country can now be avoided, and that is to establish here from Chicago all the way down to the Gulf the waterway the Mississippi Valley is demanding.

When the Panama Canal is completed, it will be another mouth for the Mississippi River, and that great river will empty not only into the southern Gulf and the Atlantic Ocean, but will have this connection with the Pacific Ocean and with all the countries that touch upon all the seas of all the world.

No man yields in admiration or respect more than I do to the chairman of the Committee on Rivers and Harbors. There is no abler man in public life than this scholarly gentleman. The announcement has been made in the daily papers that he proposes to abandon his position at the head of the River and Harbor Committee. If this is true, I congratulate him, and I also congratulate the country.

A position at the head of some other and more important committee will yield to the distinguished gentleman greater opportunities, and the country might then get the benefit to a still larger degree of his great ability. If I were a Republican, I would second the motion of my friend the gentleman from Missouri [Mr. CLARK]. I would be in favor of booming the gentleman from Ohio [Mr. BURTON] for the Republican nomination for President of the United States, and I would be for him, too, unless my own State should present a candidate, as I understand it will. In that event, if I were a Republican, as a matter of State pride and loyalty, I would have to be for him. But I want to say to both of these gentlemen, and I say it in a spirit of kindly warning, particularly to the gentleman from Illinois, who presides with such ability over the deliberations of the lower House of the Congress, that no man can ever be elected to the high office of President of the United States who is opposed to this great waterway. There is another gentleman in this country who will lead, two years from now, the Democratic party to battle and to victory. He is a man who is able to see the light upon the mountain tops, and long ago he placed himself on record in favor of this great enterprise. [Applause.]

We are ready to indorse the demands of Boston, we are in favor of improving the harbor of New York, and we think Philadelphia ought to have her 35-foot channel to the sea. We have for a century contributed to the splendid prosperity of these great cities and we are willing to continue to do so. But the time has come when we ought to demand something for ourselves. Beyond the boundaries of these imperial States which touch the Atlantic Ocean lies the great West, with its broad, fertile acres, its streams running bank full, its populous cities, its splendid expanse of forest and plain, its majestic rivers flowing down to the sea. What benefits you is of advantage also to us. What contributes to our progress promotes also your material prosperity. You have an easy and cheap access to the ocean highways of the world. We ask you to clasp hands with us across these mountain ranges and aid us in obtaining this all-important commercial waterway, and the wealth and progress and happiness which come to us by reason of it will benefit equally all sections of this the greatest of the nations. [Long-continued applause.]

The CHAIRMAN. The time of the gentleman has expired.

Mr. RAINEY. Mr. Chairman, I ask unanimous consent to extend my remarks in the RECORD and to incorporate in them certain letters and documents to which I have referred.

The CHAIRMAN. The gentleman from Illinois asks unanimous consent to extend his remarks in the RECORD. Is there objection?

There was no objection.

Mr. CRUMPACKER. Mr. Chairman, the river and harbor bill now before the House for consideration carries the largest appropriation and authorization of any bill of its kind in the history of the country, and in my opinion it is the most economical river and harbor bill that was ever reported to the House. I say it is the most economical because, in my judgment, the people of the country will receive more substantial and permanent advantage for the money it appropriates than they have received from the appropriation of any like sum at any time heretofore. I base these commendations of the pending bill upon the wise business policy which it embodies.

The bill provides for the appropriation of $35,000,000, in round numbers, and it authorizes the Secretary of War to enter into contracts for the completion of improvements that have been decided upon to the amount of about $48,000,000 in addition. It has been the custom in years past for Congress to enact a river and harbor bill only once in two years, and measured by that custom the appropriation carried by this bill will cover a period of two years, and the contracts authorized by the Secretary of War will run until the several improvements contemplated by the measure shall have been completed. Appropriations will be made from time to time in the future to pay the contract obligations as they mature, and these authorizations may run over a period of six, eight, or possibly ten years; so while the bill seems to create a liability upon the Government for $83,000,000, $35,000,000 are to be expended in the next two years and the balance is to be paid upon contracts as the contract work progresses, and the appropriations will be spread out over several years to come.

I desire to emphasize the business value of that feature of the bill which authorizes contracts for the completion of river and harbor improvements that have been decided upon. Everyone knows that when an improvement is to be made it can be made at much greater advantage and much less expense if a contract can be let at the outset for its completion. The firm or company that takes the contract may make calculation for the entire undertaking and can prosecute it systematically and in a businesslike manner to the end. The practice heretofore has been to determine upon and authorize an improvement that may cost a number of million dollars in the aggregate and that may take five or six or eight years for its completion, and to appropriate such a sum of money as may be reasonably expended within the first year or two without authorizing the Secretary of War to make a contract for the entire work at the outset. Under that policy the Secretary of War, who is charged with the expenditure of all river and harbor appropriations, would authorize a contract to the extent of the first appropriation, and the contractor would enter upon the work according to the plans adopted by the War Department and carry out his contract to the extent of the available money. The next Congress would appropriate another sum, say, a hundred or two hundred thousand dollars, and a new contract would be entered into to take up the work where the first contractor left off and continue it as far as that appropriation would justify; and then another Congress would make still another appropriation of a hundred or two hundred thousand dollars, possibly, and still a third contract would be let to begin the work where the second contractor left off and carry it along as far as the available appropriation would permit, and thus on to the end, so that a particular improvement involving the carrying out of one definite project would be cut up into piecemeal and possibly be let to three or four different contractors.

After one contract had been carried out the work that had been done might deteriorate by the wind and the waves, and the succeeding contractor would be required to spend a considerable part of the fund then available in restoring the work done by his predecessor. I know of several harbors that have been constructed upon that plan, and it is the most extravagant and wasteful policy conceivable. The Government can save from 25 to 50 per cent in the cost of many river and harbor improvements by the plan embodied in the pending bill—that of authorizing the Secretary of War to contract with a responsible firm for the completion of the work at the beginning. This feature of the bill can not be too strongly emphasized nor too highly commended, and the country doubtless will realize its obligation to the able members of the River and Harbor Committee for putting its public work upon a business policy that is so manifestly wise and economical.

If the bill contained no authorizations the contingent liability against the Government would have been as much greater as would be the increase of cost of doing the work by the old piecemeal method, for having decided upon specific improvements and made appropriations for their partial construction, the Government would, of course, make further appropriations from time to time for the completion of the improvements, so the unusual magnitude of the bill is apparent only and not real. There is a habit of random criticism of river and harbor bills by a portion of the public press, based, perhaps, upon an undefined impression that much public money is appropriated for improvements that have no commercial value. It may be that in years past this class of bills were open to that kind of criticism, but for the last ten years every appropriation for river and harbor improvement has been rigidly scrutinized and they have all been found wise and judicious. No expenditure of public money has yielded a greater return in advancing the prosperity of all parts of the country, and the pending bill has been prepared with great care and discrimination.

The large appropriation and authorization carried by the pending bill are justified by the growing importance of the transportation problem. Never in the history of this Government has transportation been so vitally connected with produc-

tion and prosperity as it is at the present time. Railroad lines which are the chief reliance of the great producing interior, have insufficient facilities for the accommodation of the stupendous volume of production, and the uncertainty of transportation and the high rates required in many instances very seriously embarrass enterprise. Transportation and the exchange of commodities are as vital to the problem of production as the creation of the commodities themselves. An article is of no value where it has no means of reaching the consumer. There is a cry throughout the length and breadth of the country of a lack of railroad cars to transport the great volume of produce and manufactures, and any expenditure that tends to increase the facilities for transportation and to reduce freight rates must give a great stimulus to manufacture and all other lines of production throughout the country.

The farmers are peculiarly interested in the improvement of harbors and waterways. As a rule the prices of farm products depend upon foreign prices, and the cost of transportation from the farm to the foreign market is a vital question. During the last thirty years facilities for transportation have so increased and freight rates have been so reduced that notwithstanding there has been a general decline throughout the world in the price of food products, yet the price of products on the farm in the Mississippi Valley have gradually increased. The increase of facilities for transportation and the reduction of the cost of sending meats and grains from the farms to the European markets have more than offset the general decline in the world's markets of the prices of foodstuffs. Under existing conditions almost every unnecessary element of expense in the transportation of wheat from Dakota wheat fields to the markets in Liverpool has been eliminated, and the farm price is closer the Liverpool price to-day than it ever was in the history of the Government. This condition illustrates the great importance of still further improving facilities for transportation in the hope of still further reducing the freight rates from the farm to the world's market centers.

Our volume of production has come to be so tremendous that the present railroad facilities are not sufficient to accommodate it all without great delay and embarrassment. Ocean transportation rates have declined very materially during the last thirty years. This decline has been brought about in numerous ways, among others the increase of the capacity of the great ocean freighters. Many of the boats now engaged regularly in the foreign trade draw 35 feet of water, and it has become necessary to deepen the harbors at all the principal ports of the United States on both the Atlantic and Pacific coasts. Transportation on the Great Lakes has revolutionized during the last twenty years. Long ago boats of one and two thousand tons capacity were doing the principal part of the business, but to-day there are great iron steamers carrying 10,000 tons and upward of freight, and this change requires a deepening of harbors and greater improvements of existing waterways to accommodate the large modern ships.

A number of years ago the German Empire began to realize the importance of the construction of canals and waterways from the coast to the interior, and to-day the great waterways leading into the interior of Germany are the chief means of transportation of the products of the farm and factory to foreign countries. Hundreds of millions of dollars have been expended by that Government for the construction and improvement of internal waterways, and the growing prosperity of the farmers and manufacturers of Germany is the highest encomium that can be passed upon its transportation policy. We expend over a hundred million dollars a year in building up and maintaining a navy, but the expenditure does not exceed $25,000,000 a year for the improvement of rivers and harbors. We feel a just pride in our splendid Navy, and look upon it as the chief source of national defense and the protection of our commercial rights upon the high seas. It is of equal importance that we employ every reasonable means at our command to increase the facilities for transportation, and thereby multiply our commerce not only at home, but abroad, in order that there may be a valuable ocean commerce for the Navy to guard and protect.

The State of New York is expending over a hundred million dollars for the improvement of the Erie Canal with a view of connecting the Great Lakes with the ocean. This vast sum is to be levied upon the taxable property of that one State alone. The people of the Empire State realize the vast importance of providing for water transportation wherever it is practicable.

The people in the Mississippi Valley have a peculiar interest in the project, that is now so generally discussed, of establishing a ship canal from the Great Lakes to the Mississippi River and to the Gulf of Mexico, and the people of the district I have the honor to represent are especially alive to the importance of this great undertaking. Nothing would so stimulate manufactures in and about the city of Chicago as this great addition to the means of transportation and that important outlet not only to the Southern States, but to the markets of the world. With a ship canal from Lake Michigan to the Gulf of Mexico all products throughout the Mississippi Valley, and particularly within a radius of 200 miles of the city of Chicago, would materially increase in value. Ships would be loaded with cargo at the city of Chicago and carried by water transportation to all the markets of the world. It would open up the markets of the North to the people in the Southern States. It would be a great impetus to interior manufacture. Boats laden with cargo from the city of Chicago would distribute products along the lower Mississippi River and at New Orleans, and would return with products of the Southern States, particularly lumber, and lumber is an item of great importance to the people throughout the entire Mississippi Valley. The white-pine forests of Michigan, Wisconsin, and Minnesota have become exhausted, and the great hard-wood forests of Ohio and Indiana have long ceased to yield lumber for the country's markets. The result is that manufacturers and builders are now required to import lumber from the Southern States or the Pacific coast, and the cost of transportation is so great under existing conditions as to make the price of lumber so high that it greatly retards building and manufactures. With a deep waterway from Chicago into the Southern States the effect would necessarily be to materially reduce the cost of transportation of lumber from Tennessee, Mississippi, and Louisiana, and the reduction in price throughout the entire Mississippi Valley would be substantial, and every farmer and every manufacturer would be direct beneficiaries.

That great waterway would still further decrease the difference between the farm prices of grain and meats and Liverpool prices, and the effect would be to substantially increase the value of every farm that would be touched by the influence of the improvement.

Its effect would be not only to increase facilities for transportation and to open up the Middle West directly to the world's markets by water intercourse, but to reduce and regulate railroad freight rates throughout the country, and it would immensely stimulate the construction of factories in the Middle West.

A few days ago I received a letter upon this subject from Edward Rumely, of Laporte, Ind., written on behalf of the M. Rumely Company, an old, substantial, and prosperous manufacturing establishment at that place, an establishment that is engaged in the manufacture of traction engines, separators, cornshellers, and clover hullers. That institution sells its products in all the States of the Union and in foreign countries, and it appreciates the importance of improvements that will increase transportation advantages. Competition at home and abroad is becoming more exacting every decade, and the factories in the Middle West must increase their advantages or they can not hope to compete in the markets of the world. I send the letter to the Clerk's desk to have it read.

The Clerk read as follows:

Hon. E. D. CRUMPACKER, *Washington, D. C.*

DEAR SIR: You know that a bill is now pending before Congress urging an annual appropriation of not less than fifty millions for the improvement of our rivers. We wish to call your attention to this matter, presenting our view of the same, and to ask, in case you agree with us in thinking that this appropriation would be to the interest of the majority of your constituents, to do all in your power for the passage of this bill.

Manufacturers everywhere, and especially we, have suffered greatly by the incapacity of railways to take care of traffic. At times some departments of our factory have been greatly hampered by lack of raw materials. Then in shipping our goods we have great difficulty in getting them to destination. That is not all. Everywhere over the country farmers are unable to pay their notes because the crops are still in the fields; they can not sell them, or have been obliged to dispose of them at a great sacrifice. We feel that something must be done. The needs for transportation are growing each year with the population, but in addition to that each individual to-day requires more transportation than he would have if he had lived five, ten, or twenty years ago.

The opening of the Mississippi River so as to secure water freight from Chicago down will be of great importance to the manufacturers of this district. As soon as the Panama Canal is completed it will enable us to enter South American markets to the best advantage. Land freight to New York and thence down is a roundabout and expensive way of moving our goods. The presence of a waterway would also help us in moving goods from this part of the country to the Southern and Southwestern States. In fact, the time has come when it is almost imperative for the Central States grouped about Lake Michigan to find a cheaper and readier transportation if they wish to hold their present rank as manufacturing centers.

The timber of this district has been cut and lumber must be moved long distances, some of it that we use as much as 2,000 miles. The same is true of other raw materials. If this extra expense becomes too heavy it will favor other manufacturers located nearer the source of supplies and make successful competition almost impossible.

The interests of the employees are identified with those of the manufacturers in this matter.

We trust that you will agree with us in thinking the passage of this

bill to the best interest of the majority of your constituents in this district, and that you will be able to use your influence in its favor.

Very truly, yours,

M. RUMELY CO.,
By EDWARD RUMELY, *Treasurer.*

Mr. CRUMPACKER. I commend the wise suggestions contained in that letter to every Member of the House. They are the result of years of business experience on the part of one of the most successful manufacturing establishments in the State of Indiana.

I do not know whether the engineering situation is such that Congress would be justified in making a large appropriation for this enterprise at this time, but I do know that the people of the Mississippi Valley with practical unanimity will insist in the near future that the Government provide means for the establishment of that great waterway. No expenditure of an equal amount of money would add more to the wealth and the taxable resources of the country, and in a single decade the Government would receive in the way of revenues, as a result of the incidental increase of production, many times more than the cost of the undertaking. The problem of handling the waters of the Mississippi River below St. Louis is one that belongs to science, and one about which there is considerable controversy, but I sincerely hope that a practical way will soon be discovered to put the improvement in the course of early completion.

Mr. MADDEN rose.

The CHAIRMAN. How much time does the gentleman from Illinois desire?

Mr. MADDEN. About forty-five minutes.

Mr. MADDEN. Mr. Chairman, the river and harbor bill before the House provides for an expenditure of about $84,000,000. Illinois contains about one-fourteenth of the population of the United States and it is receiving in this bill the one hundred and sixty-eighth part of the amount appropriated. The city of Peoria, in Illinois, alone pays over $30,000,000 annually into the public Treasury as internal-revenue tax. Chicago has paid $50,000,000 toward the construction of the waterway which we have just been discussing. The State of Illinois offers this waterway, which requires no expenditure for maintenance, free of charge to the Federal Government. There can be no excuse for not accepting it. All we ask in return is that the Federal Government extend this great work down to the Mississippi River.

Much of the amount recommended by the Committee on Rivers and Harbors is calculated to develop and improve the commerce of the nation. There are many projects recommended which do not appeal to me as representing that economy of expenditure which should be exercised in the improvement of our waterways, and yet it would perhaps be unjust to say that any recommendation made by the committee is not intended to meet the ever-increasing demand for added facilities through which it may be hoped to cheapen the movement of freight.

It should be the policy of the Government to enter upon and prosecute systematically the improvement of the interior waterways of the country, so that the freight of the country might be moved at the lowest possible cost.

No expenditure of the people's money will, in my judgment, produce such telling results as that which may be used in the wise development of the country's interior waterways. It is no longer doubted by anyone that we have neglected this feature of the country's development, until to-day we are unable to meet the ever-increasing demands for the movement of the commerce of the nation.

The railroads in the early history of the country met every need of the people. They enabled the people to settle in the remotest places of the country. They advanced civilization and cultivation and increased commerce. Through their civilizing influence the nation has prospered until to-day it stands at the head of the nations of the earth. The time has come when the people in their own interests must create facilities by expenditures from the National Treasury which can not be controlled by combinations of capital and which will in themselves regulate the prices for the movement of commodities as well as afford the necessary means of transporting the products of the people's labor, so that all may be afforded an equal opportunity to compete in an open, free, and fair field.

The people of the Central West are unanimous in the opinion that the construction of a waterway from the Lakes to the Gulf should be undertaken, and it was their hope that an appropriation to begin the work would be recommended in the present bill. That they will be disappointed at the failure of the Rivers and Harbors Committee to make such a recommendation there is no doubt. That such a waterway would be of inestimable value to the nation no one will deny. That Congress intended some time in the future that such a waterway should be constructed is apparent; or it would not have ordered the expenditure of $200,000 for a survey to ascertain the feasibility of such a project. That it is feasible admits of no argument. The Engineer Corps of the War Department, under whose direction the survey was made, reports that it is, and that such a waterway 14 feet deep from the end of the Sanitary District Drainage Canal, near Lockport, Ill., to St. Louis can be constructed at a cost of $31,000,000.

The city of Chicago has already created the nucleus of this great improvement, having constructed 40 miles of channel 160 feet wide, 36 feet deep, and containing 28 feet of water, at the expenditure by the citizens of Chicago alone of $50,000,000, a larger sum than was ever expended by any municipality on earth for any similar purpose.

It is now proposed to turn this over to the Federal Government free of cost on condition that it extend this ship canal through the Desplaines Valley and Illinois River to St. Louis.

The necessary increase in the transportation facilities of the country and the future prosperity of the States bordering on the Mississippi Valley depend in a large measure upon this undertaking. Further than this, the whole country is clamoring for rate regulation, and no question before our people at this time is demanding greater attention.

By opening up this great natural highway of transportation, the congestion of our railways would be relieved and the question of rate regulation in the Mississippi Valley would at once and forever be settled.

The area to be directly benefited by this improvement contains over 39,000,000 of inhabitants, or nearly one-half of our entire population. It produces over three-fourths of the food products of the country. The rapid increase in its commerce and population makes it imperative that the needed relief be promptly afforded them.

This proposed waterway is in no sense a local or even a sectional question. All thoughtful men know that any great enterprise that tends to benefit any portion of our country must necessarily benefit the whole country. The manufacturers of the East are as deeply interested in the completion of this great waterway as are the merchants, the shippers, the manufacturers, and the farmers of the West.

The Committee on Rivers and Harbors have considered it wise to refrain from recommending an appropriation for this project at this time for the reason that no survey has yet been made of that portion of the project leading from St. Louis to New Orleans by way of the Mississippi River, and it is their contention that no outlay should be made until the fullest investigation of the feasibility of the plan from beginning to end shall be demonstrated; and the committee further suggests that, although the engineers of the War Department recommended the feasibility of the project between Chicago and St. Louis, another commission, selected at the instance of the Rivers and Harbors Committee, advises that it is not of sufficient commercial value to warrant the expenditure; and I am led to the conclusion from statements made by the chairman of the committee that the action of the committee is largely based upon the report of the Commission, to the effect that the expenditure would not be warranted by the tonnage which might be originated along the line of the proposed waterway.

I have the highest respect for the engineering ability of the gentlemen composing the Commission—on engineering questions; but who is the member of the Commission who has had sufficient commercial experience to warrant him in deciding a great commercial question? If the opinion of this Commission is of such vast importance commercially, one must wonder why it is that they have not been called into the commercial life of the nation, where men of genius and experience are in great demand in the settlement of questions involving large expenditures of money, for which ability of the character required to decide such questions is compensated far beyond any compensation ever received by any of the men who compose the Commission.

It can not be said that a man as a $900 clerk in a musty office in one of the Department buildings, surrounded by the cobwebs of a hundred years, having had no contact with great public questions, is fit to decide the wisdom of an expenditure for the development of a great commercial enterprise.

If his wisdom is such that his opinion can be acted upon in matters of such great importance, he would be sought out by the men who have pioneered the great projects which have developed the commerce of the nation. Long years of training in a clerkship may qualify an individual to compile figures which are placed before him, to foot them up accurately and make beautiful lines on paper, but his judgment would not induce the captains of industry to invest money in manufactures, in

agriculture, in commerce, in mining and milling. The men whose judgment is sought for in matters of this kind are the men who have made the nation great. These captains of industry are leaders in enterprise, not clerks under orders to make reports at will—to reach conclusions made in advance for them. Captains of industry are men who think in advance of their fellows, who realize what is needed to facilitate the commerce of the nation and to prepare for the coming necessities of the increasing population, to build up, to manage, to develop, to utilize, to master, to systematize, and to make for success.

The highways of commerce are strewn with the wrecks of commercial enterprises which have failed to make proper provision for the growth and development of their business. Governments, like individuals, must look to the future if they hope to live and prosper.

There is a universal demand for rate regulation on all of our railways, and it is the general conviction that the improvement of our waterways is the cheapest, quickest, and best way to forever settle the question.

The construction of such a waterway as the one I propose when completed would be the strongest section that could be written into an interstate-commerce law. It is a section about which there could be no legal controversy. The Supreme Court could not misconstrue its meaning. That it would regulate freight rates no one can deny. That we must regulate them everybody will agree. The policy of Government ownership must not be thought of, but the policy of regulation must be enforced most rigidly; and the best way, in my judgment, to enforce it is by the construction and control of waterways throughout the interior of the nation.

But the chairman of the committee says the plan is a new one; that it has not been long enough considered to be understood; and when told that it has been considered since 1846 he says that it has been too long considered. Which one of the positions taken by the chairman of the committee is correct? He says that no project has been or will be considered except such as may be recommended by this Board of Engineers. The Board of Engineers which failed to recommend this project had nothing to do with making the survey. The survey was made by engineers from civil life, as I understand it, under the direction of the War Department. They recommended the feasibility of the project.

What mysterious influence could have been used to induce the Commission to report against its commercial value? The law authorizing the survey gave them no such power. It provided that a survey and report should be made on the feasibility of the project. That was as far as the law authorized the board to go. To go further was to assume prerogatives which the board did not possess. The assumption of such prerogatives is a usurpation of power that ought not to be tolerated.

They say the tonnage originating is an indefinite and unknown quantity. True, it would be difficult to ascertain accurately what the tonnage over any proposed development might be. No living man could determine that in advance.

No one dreamed of the immense tonnage that would go through the Soo Canal when it was first proposed. In fact, we are told that the engineers expressed serious doubt as to the probable financial success of that splendid enterprise when it was first suggested, but yet everybody will agree to-day that the tonnage through the Soo Canal is so enormous that even now large expenditures of money are necessary to create added facilities for the movement of the vessels which are obliged to tie up for a week at a time in order to pass through this canal. Over 30,000,000 tons went through the Soo Canal last year.

It is said that the cost of the construction of the waterway from the Lakes to the Gulf would be enormous. True, the people understand that such a waterway could not be constructed without the expenditure of large sums of money, but they regard it as a commercial necessity; and capable, experienced business men believe that it will be worth to our country many times its estimated cost.

If the Committee on Rivers and Harbors wished to be consistent it would have recommended an appropriation for this great improvement. Other projects have been recommended by the committee, the commercial value of which have been recommended against by the War Department and its engineers, and I beg to call especial attention to the one at Cold Spring Inlet, Cape May, New Jersey, of which the engineers have this to say. I am not going to read all the engineers say, but I will content myself with reading just that portion of what they say in one of the concluding reports:

This is a somewhat peculiar case, an undeveloped port with absolutely no commerce, but with large possibilities of commercial importance. The district officer makes no recommendation in this report as to the propriety of the National Government undertaking the work of making the channel entrance, and it appears to me to be a question solely for the wisdom of Congress.

General Mackenzie's report to the Secretary of War, dated January 2, 1907, says:

WAR DEPARTMENT,
OFFICE OF THE CHIEF OF ENGINEERS,
Washington, January 2, 1907.

SIR: I have the honor to submit herewith for transmission to Congress reports of August 14, 1905, and December 15, 1906, with map, by Maj. C. A. F. Flagler, Corps of Engineers, on preliminary examination and survey, respectively, authorized by the river and harbor act approved March 3, 1905, of Cold Spring Inlet, Cape May, New Jersey, with a view to securing a channel from the inside harbor to deep water and the creation of a harbor of refuge.

Cold Spring Inlet is on the coast of New Jersey, about 3 miles east of the city of Cape May. Within the inlet there was originally a natural basin about 6 feet deep and 60 acres in area. In the throat of the inlet the depth was 29 feet at mean low water, and on the outside a bar on which there was a minimum depth of 3.5 feet at low water about one-half mile out. The present commerce of the locality by water is practically nothing.

Private business interests have purchased a considerable tract of land near the inlet and are now engaged in filling it in for building and improvement purposes. The material for this filling is obtained by dredging, and in this connection it is planned to enlarge the natural basin inside the inlet to about 500 acres in area, with depths of from 30 to 40 feet. Railroad and other interests propose to bulkhead the shores of this basin and make the adjacent lands available for wharves, warehouses, and commercial purposes generally. To complete this elaborate plan for a safe landlocked harbor for commerce and of refuge, it is desired that the General Government provide a suitable connection between it and deep water in the ocean, so as to make the harbor accessible to seagoing vessels.

In the investigation of this project the usual examination and survey have been made and several hearings held. The plan is entirely feasible from an engineering standpoint, but the proposition for the General Government to join with private interests in creating a harbor at a point where there is no present commerce is an unusual one. As this case may serve as a precedent in leading to a material change in the policy of dealing with new improvements, I concur in the views of the division engineer, Col. Amos Stickney, Corps of Engineers, that this is a question that only Congress in its wisdom should decide.

Should it be determined to authorize the work, I concur in the views of the Board of Engineers for Rivers and Harbors that the plan to be adopted be the least expensive one considered. This plan aims to secure a channel depth of 15 feet at mean low water, at an estimated cost of $895,800. In the opinion of the Board this depth will afford facilities for a considerable commercial development and determine to what extent the harbor will be used and what further demands will be put upon it.

This concurrence with the Board is in regard to the general object to be attained. The details of the plan demand further consideration, and it is believed that they may very properly be left for determination when the work, if adopted, shall be actually undertaken. Experience at harbors on the Great Lakes where channels are protected by parallel jetties justifies the Board's further recommendation that the bulkheads to be built by private capital should not be placed, as now planned, in practical prolongation of the jetties, as proposed, but should diverge toward the bay, so as to give room for expansion of the waves driven in from the sea.

I am also in accord with the Board's views as to the conditions under which any funds to be appropriated by the United States should become available.

Very respectfully,
A. MACKENZIE,
Brig. Gen., Chief of Engineers, U. S. Army.

THE SECRETARY OF WAR.

Then I wish to read this advertisement of the real estate company which owns and controls Cape May. They have sent out a beautiful calendar entitled "Cape May City, N. J., for health, wealth, and recreation. Cape May Real Estate Company." Then they have a map on the back of the calendar pointing out the lots. Then they have a list of lots, giving the size, and then they proceed to say in their advertisement this:

Pittsburg avenue, extending from beach to Schellenger's landing, is 100 feet wide; a magnificent boulevard. Titles absolutely clear and perfect, guaranteed by the Guaranty Title and Trust Company, of Pittsburg, Pa., and policy of life insurance given free with every deed. The property represented above, owned by the Cape May Real Estate Company, is being developed into the finest and most superb seaside resort in the world. The tract comprises 5,400 acres, including 500 acres of land-locked harbor, in which great public and private interest is centered.

Mark you!

The Congress of the United States has ordered a survey for the purpose of making an entrance from the ocean to the harbor. The property has an ocean frontage of nearly 3 miles. The work of development now progressing is of such great magnitude as to astound everyone and has brought great and growing enhancement to property values in Cape May city. Watch it grow this year as never before.

Mark you!

Watch it grow.

One would imagine it was one of those glittering advertisements for the sale of stock in a gold mine.

The two largest dredging companies in the United States, the Atlantic, Gulf, and Pacific Company, of New York, and the Furst-Clark Dredging Company, of Baltimore, are under contract with the Cape May Real Estate Company and are operating a number of dredges day and night, dredging the immense harbor and filling the adjacent property with the material removed.

And mark this:

Shrewd real-estate investors from many sections of the United States show their faith in this proposition by purchasing Cape May property. Join the procession and get some of the great fortunes that are being

made here. Do not delay if you want to get the largest returns on your investment. Get in line for profits sure to be made in Cape May city. Many people are buying lots by mail.

Just think of it. The Government of the United States is making a survey, and people are induced thereby to purchase lots by mail lest they might not be able to get in in time to get the large benefits to be derived from the money to be expended from the National Treasury.

You can do likewise. If you can not personally visit the property or our offices, we assure you we will make the best selection possible. Don't delay or you will miss a great opportunity.

SOME OF THE GREAT ATTRACTIONS OF CAPE MAY CITY.

Unquestionably the safest and most magnificent beach in the world. Miles of finished driveways, level as a floor; automobilists' delight. Drives far inland are superb through picturesque country. Boating and fishing unexcelled. Hunters' paradise; game in great variety and abundance in surrounding country. Climate ideal: cooler in summer and warmer in winter than any other New Jersey seaside resort. Purest water from artesian wells inland. Cape May adjoins the fast lands. Fruit and vegetables of all descriptions grow nearby.

To these and other favoring natural attractions the Cape May Real Estate Company is adding immensely important municipal improvements, including a model sewage-disposal plant (completed), graveled and sewered streets, sidewalks, and curbs. In cooperation with the city, an ocean bulkhead, board walk, and beach drive were constructed along the entire ocean front. A grand improvement; everybody says so. Greater ones under way.

The Government is going to spend millions on the improvement. Come in before it is too late!

You and your friends want to take advantage of this great money-making chance. Write us and we will give you detailed information. This is the chance of a lifetime. Snap it up for profit making. As our improvements progress, this property will become immensely valuable to first purchasers. You can become one now.

Now, this is your opportunity. Come in before it is too late. [Applause.] Mark you, this is the thing for the improvement of which the Government is spending millions. Here is a place where great traffic originates. This is the place that needs the aid of the Federal Government in order that navigation may be aided, in order that commerce may be improved, in order that it may meet the demands of the growing population of the nation.

Investigate and be convinced that here's fortune for you. Surer, safer than a gold mine.

How could the committee pass such a place as this without making a contribution from the public Treasury toward its development?

What an inviting prospect. How certain one is of a fortune if the Government will but spend its millions there. There is no money to spare for a great commercial waterway, while millions are wasted on a private enterprise.

Gentlemen, I submit that if this is a proper improvement for which to expend public money, that the improvement advocated by the people of all of the States of the Central West has received but scant consideration at the hands of the men who represent the Committee on Rivers and Harbors, supposed to be giving fair consideration to every question that means advancement to our commerce and the development of our country.

It is strange that $1,200,000 or more should have been appropriated for such a project under such circumstances, without any evidence whatever that there would ever be any tonnage originating at the point of the improvement to warrant the expenditure, and yet the recommendation is made, evidently, to accommodate a lot of people who are interested in a private enterprise; made, doubtless, to accommodate the Pennsylvania and Reading Railroads, who seem to be preparing to erect terminals at the site of the proposed improvement.

The deep waterway from the Lakes to the Gulf can not be said to be one in which private enterprise is interested. It is a project for the development of the commerce of the nation, in which the people of the nation alone are vitally interested.

We are spending millions of dollars for the construction of the Panama Canal. Is it proposed that when this canal is completed that the grain fields of the country, that the mines, the farms, the factories of the nation are to be excluded from its use, or is the expenditure which is being made for the construction of this gigantic project being made only for the accommodation of the shipping of foreign nations?

It is proposed soon to call up a ship subsidy bill for the consideration of the House. The people of the Middle West feel that every section of the nation should be given equal opportunity to enjoy the privileges which the establishment of lines of ships under such conditions might afford, and if the country that surrounds the Mississippi Valley is denied the privilege of sending its products by water to meet the ships that are to sail from southern ports into South American republics, it can be seen that they would naturally be opposed to the granting of such subsidies.

The time has come when the people of the Middle West will demand consideration at the hands of the nation's legislators. Demand it because their claims are just; demand it because the country embraced within the Mississippi Valley is capable of producing more from its mines, fields, forests, and its farms than any other similar area in the nation; demand it because water is recognized as the cheapest transportation known to commerce; demand it because the nucleus of this great waterway is already constructed and ought to be utilized; demand it because every city on the Great Lakes will be able to ship direct to the ocean.

I trust the following amendment, which is pending, will be adopted:

Toward the construction of a navigable waterway 14 feet in depth, the locks, however, to be so constructed as to permit of a depth of water of 21 feet over the miter sills, from the south end of the channel of the Sanitary District of Chicago near Lockport, Ill., by way of the Des Plaines and Illinois rivers, to the mouth of said Illinois River, and from the mouth of the Illinois River by way of the Mississippi River to St. Louis, Mo., in accordance with the report submitted in House Document No. 263, Fifty-ninth Congress, first session, $5,000,000: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete said navigable waterway, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate $26,000,000 exclusive of the amount herein appropriated.

That the necessity for such an improvement as this deep waterway from the Lakes to the Gulf exists can be evidenced in no better way than by the statement of Mr. James J. Hill, president of the Great Northern Railroad, which is as follows:

The business of the United States is to-day so congested that from every portion of the country arises clamor for relief. The railroads everywhere are taxed beyond their power. The people of the United States, therefore, are face to face with the greatest business problem that has ever threatened the nation. During recent years the volume of business has increased and is increasing with extraordinary rapidity, while the necessary additional trackage and terminals have not been equal to the demands upon them. The resulting situation is a freight blockade of enormous proportions, especially at all terminal points. How to remedy this is a problem, financial, mechanical, and physical. No time should be lost in applying such measures of remedy as may be possible, and the first step toward this is to reach a proper understanding of actually existing conditions. The following figures, compiled from the official reports of the Interstate Commerce Commission, and covering the growth of the railroad business for the last ten years, exhibit the significant facts:

	1895.	1905.	Increase.
			Per cent.
Total single-track mileage	180,657	218,101	21
Locomotives	35,699	48,357	35
Passenger cars	33,112	40,713	23
Freight cars	1,196,119	1,731,409	45
Passenger mileage	12,188,446,271	23,800,149,436	95
Freight ton mileage	85,227,515,891	186,463,109,510	118

These figures show the cause of delay in the national traffic movement which threatens to bring industry to a standstill. Within the last ten years the volume of railroad business in this country has increased over 110 per cent. Meanwhile the railroads have endeavored to meet it; for, while the increase in locomotives has been 35 per cent in number, and in freight cars of all classes 45 per cent, the substitution of larger cars for smaller, better methods of loading and increase in weight of locomotives, have greatly added to the carrying capacity of the railroads so far as rolling stock is concerned. Moreover, equipment is being increased as rapidly as capital and labor can do it. The car manufacturing establishments of the country have all the orders they can fill for a year ahead. The locomotive works are equally busy. There are and will be cars enough to carry the country's traffic if the cars can be moved, but engines and cars must have tracks upon which they may run.

A striking tale is told by the statistics of railroad building in the United States. Not only is it true, as stated above, that there has been in the ten years ending 1904 an increase of but 21 per cent in mileage, but the most impressive fact is that railroad building has, within a generation, fallen off just as the demand upon trackage has increased. At this moment, when that demand is greatest and the whole country is clamoring for relief, it is the smallest in years. These are the figures:

	Total mileage.	Increase.		Increase per annum.
		Amount.	Per cent.	
				Per cent.
1870	52,398			
1880	93,671	40,773	77	7.7
1900	163,597	69,926	74.6	7.46
1904	213,904	50,307	30.75	2.19
1906 (estimated)	220,000	6,250	2.9	1.45

The limit of service of a common carrier has been reached when it has moving at all times over its system as many cars as can be run upon its tracks with safety, and transferred and dispatched from its terminals and junction points without unreasonable delay. Beyond that point increase of business can not be handled by increasing cars and engines. The disparity between the growth of traffic and the additions to railroad mileage and the extension of terminals, shown by new mileage of less than 1½ per cent a year since 1904, to take care of a traffic increase averaging 11 per cent a year for ten years past, presents and explains the real problem.

The best judgment of many conservative railroad men in the country is that an immediate addition of not less than 5 per cent per annum to the railroad trackage of the country for, say five years, should be made

to relieve the situation and put an end to unreasonable delays in the transaction of business.

Investigations recently made by public officials, and facts accessible before those investigations, disclose that the railroads of the country have been endeavoring to meet the growing demand upon them. In order to handle this enormous addition of 110 per cent in business with only 21 per cent more track, they have utilized as never before the carrying capacity of each mile. Not only were there 35 per cent more locomotives and 45 per cent more cars in service in 1905 than in 1895, but each engine and car did much more work. The passenger-miles traveled per locomotive increased from 1,218,967 to 2,043,553, or more than 68 per cent, and the ton-miles per freight locomotive from 4,258,821 to 6,690,700, or more than 57 per cent. Trains run faster, cars are larger, locomotives are more powerful, and methods of handling the business have so improved as to increase the general efficiency. Only by these improvements has the disparity between trackage and business done been prevented thus far from creating widespread suffering and loss. Only thus has the country been enabled to do a growing work with an almost stationary machine.

But the trouble of business grows and deepens. It is not confined to any section of the country. And it is in the great centers that the inadequacy of terminal facilities makes the pressure most severe and prevents the free flow of traffic. The Great Northern Railway Company has thirty-four switch engines in use in the Twin Cities, while it uses only twenty-eight engines in hauling freight into and out of the same.

No additions to equipment and no increased efficiency in operation can take the place of the imperatively required new trackage and terminal facilities. The country must have, as rapidly as it can be built, additional tracks and terminal facilities, of which it stands in such need to-day. Suppose that only 25 per cent additional track with necessary terminals and equipment is to be built during the next five years; for with less the country can not escape severe distress and business depression, can not conduct promptly the volume of business even now in sight. Our total railroad mileage is about 220,000 miles. A 25 per cent increase would mean the building of 55,000 miles of new track, much of which would be additional tracks to existing lines; and if five years were allowed for the work it would be necessary to build 11,000 miles each year. But that is not all. One-third would have to be added to this amount for terminal and passing tracks. Add 33 per cent to 55,000 miles, and the total is 73,333 miles; or, say, before the end of five years, in round numbers, 75,000 miles of track as the requirement for the country to meet immediate needs. As most of this additional track would be built where traffic is heaviest, for double-tracking existing lines, it must be expensive work. Grades should be lowered, curvature reduced, and highway and other bridges built and expensive terminals created.

No practical man would accept a contract for furnishing the facilities required, including additional equipment and terminal facilities, for less than $75,000 per mile. The question of terminals alone is almost prohibitive. Terminals now in use were acquired when property was cheap and can be enlarged only by heavy outlay. In many cities it is not even a question of cost, since the area necessary to handle railroad business properly is not to be had at any price; does not exist within the business section where terminals must be located, unless the business itself were destroyed to make room. The new work, then, would amount to $5,500,000,000 in round numbers, or a yearly average of $1,100,000,000. That is the sum which should be spent before the commerce of the country can be moved properly. It is just twice the total amount of the bonded debt of the United States after the close of the civil war. It is more than twice the entire currency in circulation in the country, and only a little less than twice the deposits in all the savings banks in the United States put together. That is the money that should be raised somehow, and that within the next five years if the business of the country is to escape prostration.

Almost all the complaints made to-day, either by shippers or by operating railroad men, of obstacles and dangers in transportation service are due to deficient trackage. The defect can be corrected only by building more track.

The movement of freight cars is more unsatisfactory to the railroads than it can be to their customers. The average speed of a freight train is from 12 to 15 miles per hour. The average distance traveled by each freight car is about 25 miles per day. That is, the entire freight equipment of the country is employed to the fair limit of its capacity but two hours out of the twenty-four. On single-track lines freights must wait on sidings while passenger trains have the right of way; cars stand for days or weeks in yards or at transfer points awaiting their turn.

It has come to pass also that the inadequacy of trackage takes heavy toll of life and limb. In 1895 the number of passenger miles traveled for every passenger killed or injured was 4,789,173; in 1905 it was 2,184,830. The ton-mileage for each nonpassenger killed or injured was 2,278,438 in 1895 and 2,201,011 in 1905. Yet during this time cars were being equipped everywhere with safety devices, and all the railroads were exhausting ingenuity in guarding against accident. The terrible increase of casualties in proportion to passenger and freight mileage is part of the price the public pays for crowding business so that it can be moved only at some sacrifice of safety. The situation appeals to all the traveling public as well as to every shipper and to every man connected with the operation of railroads in this country.

Our population is now increasing at the rate of more than 2,000,000 per annum, and the growth will soon be 2,500,000. The demand upon the transportation systems of the country grows accordingly. Almost everything that ministers to human necessity, except such products of the farm as are consumed on the farm, must be carried by the railroad for a longer or shorter distance. The total value of farm products themselves doubled in the thirty years after 1870, and is now estimated at almost twice the figures of five years ago. In the last ten years the output of petroleum has more than doubled, that of pig iron increased 150 per cent, and the value of manufactured products of the country rose from $9,372,437,283, in 1890, to $13,039,279,566, in 1900. All the additions to our imports and exports, every activity in every department of industry, means just so much more work for the carrier systems of the country. And they, as to available trackage, are little better than at a standstill. For of the 4,000 or 5,000 miles that are built in a year, the greater part consists of feeders for main lines and of roads pushed into new country for the purpose of opening it up. Neither will give relief to main thoroughfares or lighten the pressure on terminals. Both, on the contrary, add to the seriousness of the situation by creating more business for the overcrowded lines to handle.

The pressure of traffic increases in a constant progression. It has reached its greatest severity just at the time when railroad construction is at the lowest ebb. Take the last five years, within which business has been flourishing everywhere. The rise of new industries and the expansion of old ones, the development of the country as measured by the increased business of the Postal Department, all indicate the volume of the burden placed upon the railroads. The following figures, compiled from Poor's Manual of Railroads, show the intense activity of the last five years as compared with the decline in railroad construction:

	1900.	1905.	Increase.
			Per cent.
Miles of railroad operated	191,861	215,506	12.3
Passenger mileage	16,313,284,471	23,906,420,668	46.5
Freight mileage	141,162,109,413	187,375,621,537	32.7

The number of passenger miles traveled in this country for each mile of railroad in it, according to these figures, has increased 30 per cent in the five years, and the number of ton-miles for each mile of track has grown 18 per cent. As these percentages are calculated on the actual number of miles of road existing at the beginning and the end of the period, respectively, they measure the additional burden on every foot of track. It is no wonder that, with this extra work to do per mile, a work not equally distributed, but in some sections rising to a far higher ratio, the limit of effective operation has been reached. The highest direction and the best economy is to have trackage, equipment, and other facilities properly adjusted to the volume of business, and then keep moving it in a harmonious and useful way. To any such system, by which alone present distress can be relieved and future disaster averted, more trackage is the first and most indispensable condition.

The problem and the necessity are enormous. At 140 tons to the mile, it would require 2,000,000 tons of steel rails every year to furnish the 15,000 miles of track required. This is nearly two-thirds of the product of all the rolling mills in the United States. It would call for the labor of 200,000 men in grading, besides track layers, bridge builders, and others. Labor even for such extraordinary extensions and improvements as are now being made is not to be had in sufficient quantities on any terms. And it demands, as has been seen, the investment in permanent railroad plant of $1,100,000,000 a year for five years to provide the railroads of the country with means to handle properly the business already in sight, not allowing for future growth. This is the real railroad problem of the United States; and it is one which people have been singularly slow to perceive and reluctant to realize, although it is written on every page of industrial statistics and calls to the passer-by from every signal tower, every siding, and every railroad yard from the Atlantic to the Pacific. To all appearances, the commerce of the country has touched a barrier which is almost insurmountable.

Two remedies must be found. The prohibitory expense now attached to enlargement of terminals at many points, and the absolute lack of available space at any price, may be met by a decentralization of traffic. There must be more points for export, more interior markets. A 15-foot canal or channel from St. Louis to New Orleans would go further to relieve the entire Middle West and Southwest than any other work that could be undertaken. With such a depth of water a single powerful towboat would carry from thirty to forty trainloads. Terminal troubles admit of a more general diffusion of business, permitting transfers to take place and forwarding to be done where land can be secured in adequate quantities and at more reasonable prices. To this the traffic system of the country must be adjusted. The heavy transfers must be made away for the larger cities.

The construction account, however, is the first consideration. It is not by accident that railroad building has declined to its lowest within a generation, at the very time when all other forms of activity have been growing most rapidly. The investor declines to put his money into enterprises under ban of unpopularity, and even threatened by individuals and political parties with confiscation or transfer to the State. The withdrawal of capital from this field is one of the bottom causes of the great decline in railroad building at the very time when the growth of the country in other respects has been most marked. There has been no time since 1893 when there was more difficulty in raising money for railroad purposes than at present. This feeling must be removed and greater confidence be mutually established if any considerable portion of the vast sum necessary is to be available for the work.

First, there must be a realization by the country of the embargo upon business and of the fact that the cause is insufficient railroad trackage. This fact has, strangely enough, come upon the public by surprise. Even now, and even among those who should be most alert and best informed, there is little apparent comprehension of the desperate need that business already feels and that is expressed in delayed freight, car shortages, and all the discomforts and injuries voiced by the complaints of shippers. Then there must be a fair, intelligent, and loyal cooperation on the part of the whole people in what is for them a vital movement to make traffic facilities equal to the demands. Nothing compares with this in magnitude or importance since the close of the war of the rebellion. It will take time, patience, and the expenditure of an enormous amount of money. The task of providing even modestly for the future is a colossal one. It not only involves gigantic physical and financial operations, but it is conditioned upon a rational, just, and patriotic attitude upon the part of the whole people. It will require the best thought and the best effort of this generation to avert the evil that now casts its shadow upon farmer, manufacturer, and merchant to arrest the progress of the paralysis that is laying its grip upon the heart of commerce, and to restore the wholesome circulation, without which there can not be life and growth in either individual or the Commonwealth.

The great States bordering on the Mississippi Valley are in earnest. Their people are aroused. They will demonstrate the untruth of the assertion made on the floor of this House that no public sentiment exists for this great improvement. Everybody living in every State bordering on the Mississippi Valley favors this project. The State legislature of Illinois and the legislature of the State of Missouri have passed resolutions representing the sentiment of the people of these States. They favor appropriations for this improvement. They not only want this deep waterway from the Lakes to the Gulf, but they favor the systematic improvement of all the waterways in the Missis-

sippi Valley, including the Missouri, the Ohio, the Mississippi, and all other navigable rivers in the country. I have the figures showing the difference in cost of transportation by water and by rail.

MISSISSIPPI RIVER, LAKES, AND GULF CONNECTION—GREAT LAKES.

Effects of water rate cast on land rate—Rates by lake and canal compared with rates by rail, Chicago to New York, for twenty years, 1886 to 1905, by years.[a]

Year.	Wheat per bushel, Chicago to New York, by lake and canal.	Wheat per bushel, Chicago to New York, by rail.
	Cents.	*Cents.*
1886	8.71	16.50
1887	8.51	15.74
1888	5.93	14.50
1889	6.89	15.00
1890	5.85	14.31
1891	5.96	15.00
1892	5.61	14.23
1893	6.33	14.70
1894	4.44	12.88
1895	4.11	12.17
1896	5.38	12.00
1897	4.35	12.32
1898	4.42	11.55
1899	5.65	11.13
1900	4.42	[b]9.98
1901	5.14	[b]9.92
1902	5.25	[b]10.60
1903	5.44	[b]11.33
1904	4.71	[b]11.11
1905	5.51	[b]11.20

[a] From reports of the New York Produce Exchange.
[b] Rate for domestic consumption.

These figures are a complete answer to any argument against the systematic improvement of the natural highways of commerce, and prove conclusively that appropriations made for such a purpose are productive of results beneficial to all the people. [Loud applause.]

The CHAIRMAN. How much time does the gentleman from Missouri desire?

Mr. SHACKLEFORD. About twenty-five minutes.

The CHAIRMAN. The gentleman is recognized for twenty-five minutes.

Mr. SHACKLEFORD. Mr. Chairman, it is not often that a more important question comes before Congress than that which is now claiming the attention of this House. The life of commerce is transportation. And certainly the country has never been more in need of increased transportation facilities than at the present time. I believe that a false opinion has existed in Congress as to what should be done with the waterways of our country. It has been the idea of most of the Representatives that we should depend upon the railroads to carry our commerce and expend all of our energies in the improvement and deepening of harbors which constitute the terminals of the railroads. I believe, Mr. Chairman, Members of this House should begin to feel, as their constituents at home long have felt, that we should develop not only our harbors, but our inland waterways as well. My friend, the gentleman from Louisiana [Mr. RANSDELL], has advanced the idea that there should be annual instead of biennial appropriations for the purpose of improving our rivers and our harbors. In that view I most heartily concur. Every year should see a large appropriation passed for the improvement and for the extension of our waterways. It should not be a niggardly appropriation. I have received letters from my constituents, in great number, asking me to favor an annual river and harbor bill carrying $50,000,000. I for one am ready to vote for an annual appropriation of $50,000,000, and if others will be as progressive as I think I am we will vote double that amount, and say that every year shall see a river and harbor bill carrying $100,000,000.

I do not belong to that number of this House, quite considerable, who think that to improve our rivers and harbors it is necessary to take away from the Government revenues that are now being devoted to other proper objects. I would improve our rivers and our harbors as amply as their importance demands, but I would not take it from the naval appropriation bill; I would not take it from the agricultural appropriation bill; I would not take it from the other necessities of the Government. I believe our revenues are ample for all these purposes if frugality is exercised.

I believe, Mr. Chairman, that I am expressing the views of the people of the United States when I advocate this large appropriation for our waterways. I believe that the Members of this House who are afraid to support large appropriations for this purpose do not fully understand the sentiment of the people whom they represent.

I was impressed yesterday, in listening to the gentleman from Louisiana [Mr. RANSDELL], when he differentiated between the two kinds of river and harbor improvements that are being made—one, the deepening of our harbors, which of necessity amounts to increasing the terminal facilities of the railroads. This is a proper work and in all proper cases shall have my support. But, Mr. Chairman, there has been a disposition to lag behind in the improvement of our interior waterways, the only means at the command of the people for furnishing competition in transportation rates. I have in my possession a table compiled by the secretary of the Interstate Commerce Commission, showing the difference in rates which prevail between inland points and those that have water competition. For instance, take my own State. From the city of St. Louis to Norfolk, Va., the rate on first-class freight is 88 cents per hundred, while from St. Louis to Guthrie, Okla., it is $1.30 per hundred. From St. Louis to New Orleans the rate is 90 cents per hundred. From St. Louis to Little Rock, only half the distance, the rate is 100 cents a hundred pounds. Half the distance to New Orleans pays a larger freight rate than the whole distance. Why? Because the Mississippi River serves as a competitor for the railroads in carrying the products of the Mississippi Valley to the Gulf. All of this has been accomplished in spite of the obstructions in the neglected channel of the river.

We know that the number of schemes that are pressed upon Congress, all worthy in themselves, is so great that it is a difficult task to take care of them all rapidly. We have heard a number of them discussed here yesterday and to-day—among them the waterway between the drainage canal from Chicago to St. Louis and from St. Louis to the Gulf.

We all favor that proposition. But, Mr. Chairman, I believe I choose to count myself with that number who favor it as a whole. I believe if you intend to have a waterway from the Lakes to the Gulf it should be undertaken as a unit and put through as a unit. Complete surveys and estimates should first be had, so that we may know just what it is we are undertaking and what it will probably cost. If 14 feet of water from Chicago to the mouth of the Mississippi River is desired, I will give it my support. If a greater depth is desired, I will vote for it. I am in favor of a liberal appropriation for the improvement of the Mississippi River between St. Louis and Cairo. Indeed, I believe that is the key to the situation of all of the Mississippi Valley above the mouth of the Ohio River. I believe the drainage-canal proposition depends for its success upon the completion of that portion of the Mississippi River between the mouth of the Ohio and the mouth of the Missouri. The same is true of the Missouri River and its tributaries.

Mr. Chairman, in the little time that I shall claim the attention of this House I want to address myself to a project which, considering its importance, has been neglected more than any other. I allude to the improvement of the Missouri River. It happened that when the explorers started out on this continent they first came to the Mississippi River above its junction with the Missouri, and to that accidental circumstance is due the fact that it is called the Mississippi River. The main stream is the Missouri River, rising in the Rocky Mountains, passing on to the Gulf, with the Mississippi simply its tributary. The Missouri River, from its source to its mouth below New Orleans, is the greatest waterway in the world. [Applause.] If it were properly improved, ocean-going vessels could load at Sioux City and unload at Liverpool.

The water is there. All that is needed is the improvement. The gentleman from Iowa [Mr. HEPBURN], who always speaks interestingly if not encouragingly upon this subject, said it had been estimated that to improve the Mississippi and the Missouri rivers so that they would have a definite channel and carry the commerce which waited for them would cost a hundred thousand dollars per mile. What of it? Mr. Chairman, there are railroads in this world that cost more than a hundred thousand dollars a mile to build them, and yet their construction were profitable enterprises. If we could build a waterway from Sioux City to the Gulf of Mexico at a hundred thousand dollars a mile it would be a cheap investment for this Government. Think of the vast commerce that comes out of the Mississippi Valley. Why, Mr. Chairman, think of the vast commerce that comes out of the Missouri Valley. Think what it would mean to that commerce, to the producers of that commerce, if this water transportation could cut in two the rates of freight which they now pay. We have heard it said here that we are not in possession of the revenues for these great enterprises. Mr. Chairman, I say that we are. Let us take the money that is being poured into the Philippine Islands, let us take the money that is being poured into the public-building bill, let us take the money that is being poured into the unnec-

essary extravagances of this Government and we can make that the greatest waterway on the face of the earth.

The Missouri River has been kept in the background so long, it has been neglected so long, that this House is not as familiar with the conditions there as it should be. We were told in Congresses gone by that that river had been taken off the map; when we went into the Rivers and Harbors Committee room to look at the map of the waterways of this Republic, the Missouri River was not to be found.

It is very natural under such conditions that we along the banks of that stream are a little uncertain as to the policies we should adopt. I am not here to raise a quarrel with anybody who differs from me as to what should be done. At the beginning of the last Congress and again at the beginning of this I introduced a bill providing for the improvement of the Missouri River by the expenditure of $5,000,000 a year for a period of twenty years. It seemed to some that my proposition was extravagant; but, Mr. Chairman, a private corporation would undertake the building of a railroad through such a country as that, with such a commerce as is there, and consider it a moderate proposition.

Now, Mr. Chairman, I was saying that we along the Missouri River have not been certain as to how we would again begin to get the Missouri River back on the map and provide for its improvement. I introduced the bill to which I have referred. My colleague from Missouri [Mr. ELLIS], who is as ardently in favor of the improvement as I and who is a member of the committee, had a more conservative view.

He thought that the better thing to do was to get any sort of recognition the River and Harbor Committee would give to us. The River and Harbor Committee has reported the appropriation in line with the recommendation of my colleague, Mr. ELLIS. He got precisely what he asked for. I thought that he ought to have asked for more, and I think yet that he ought to have asked for more; but, Mr. Chairman, he, being on the committee, was charged with more responsibility than I, and he asked for the smaller and more modest sum, and it has gone on the appropriation bill. At the proper time I shall offer an amendment to increase that sum, but if it should not be increased I shall, for one, refrain from any criticism of the Rivers and Harbors Committee upon that subject. I do not mean to say by that that I am content with the appropriation we have received for that great stream, but I am thankful that the committee has concluded to again place it upon the map of those streams that are to receive appropriations for their improvement.

In this connection I want to say, for the chairman of that great committee, that man whom I believe is more capable than any other Member of this House to handle this great bill, that he has shown a willingness to change the views he has heretofore entertained in regard to the navigability of our river. He has shown a disposition to be just and to give us the exact sum for which our representative on that committee has asked, and to assure us that if we can develop commerce he is willing to progress in the magnitude of the appropriation which we are to receive. Many of us are sorely disappointed that our sections have not received the appropriations to which they were entitled, but I believe there is not a Member of this House who has not unbounded confidence in the ability, fairness, fidelity, and disinterested patriotism of the chairman of the committee [Mr. BURTON].

There are two streams in my territory concerning which I desire to make some remarks.

The first is the Gasconade River, which carries a commerce of 29,837 tons—in round numbers, 30,000 tons. It traverses a portion of our State where there are not many railroads. It affords the only means of transportation for a large number of people who live in my district and the districts of my colleagues, Mr. CLARK and Mr. MURPHY. It is the only means they have of getting their products to market. It is not in good navigable condition, but it may be made so. My colleague, Mr. CLARK, and I conferred about this matter, and after a conference I introduced a bill asking for a small sum for its maintenance and for its survey. The committee has been kind enough to give us both. With a small expenditure the tonnage of that stream can be multiplied tenfold in the space of one or two years. [Applause.]

Another stream in my district is the Osage River. Before the war the State of Missouri undertook to provide for the improvement of that stream, and I believe at one time spent $70,000 in that enterprise. There was a time when Governor McClurg maintained a fleet of boats on that stream that carried the commerce from the Missouri River that supplied all the southwestern portion of our State. There was not then simply a boat but a fleet or line of boats constantly engaged in transportation. What was done then can be done now. If commerce was carried then at an expenditure on the part of the State of $60,000 or $70,000, what could be done now if that stream was improved as it ought to be by the General Government?

The General Government has jurisdiction of the stream; it belongs to the General Government; it is one of the streams the Government should improve for the benefit of the country—not of Missouri alone, but for all the people of the land. It is a highway that should be kept up, a free highway, a Government-owned highway, operated in the interest of the people without any embargo laid upon its tonnage. [Applause.] If the Government of the United States was willing, and if it were a proper thing to do, to turn that river over to private capital, it would carry thousands of tons of freight under such improvement as private capital would be willing to put there. If private capital could develop that river into a great highway carrying commerce of the country, earning a handsome return, why could not the Government which taxes the people keep that highway in repair for the benefit of the people? [Applause.] You are willing to pour multitudinous millions of dollars into the harbors of Galveston, New Orleans, Norfolk, Mobile, Philadelphia, Boston, and New York, and other railroad terminals. Then, sir, why not make similar appropriations for the internal waterways that the people may have relief from the extortion of the railroads? [Applause.]

When we show a willingness to vote appropriations for these harbors I think that other parts of the country ought to show a willingness to come to the aid of the Mississippi Valley and give us that greatest of rate regulation, water transportation. [Applause.] From the White House down to the country post-office agitation has been going on in favor of the regulation of railroad rates. Has it been done? I have just quoted rates showing you that for more than 1,200 miles distant from St. Louis to Norfolk, Va., first-class freight is 88 cents a hundred, and that from St. Louis out to our neighboring town of Guthrie, Okla., the rate is $1.30—nearly twice as much for less than half the distance. Does your rate regulation correct that? Does your Interstate Commerce Commission give relief? No. There is only one means, Mr. Chairman, by which we can regulate the railroads as long as they remain private property, and that is by putting the waterways in competition with them. [Applause.] I believe there is no man here so unfamiliar with the conditions as to make it necessary that I should make a comparison of rates between water points and nonwater points, but I will ask the indulgence of the House while I take some figures from the speech of my friend the gentleman from Mississippi [Mr. HUMPHREYS]. Here are three towns in Mississippi equidistant from St. Louis—virtually so—and all reached by the same two railroads, viz: Greenville, Greenwood, and Winona, Miss.

Greenville is on the Mississippi River, Greenwood is on the Yazoo River, and Winona is not on any river. From St. Louis to Greenville the rate is 90 cents, from St. Louis to Greenwood the rate is 96 cents, and from St. Louis to Winona the rate is $1.14. The difference between Greenville and Winona is 24 cents a hundred, quite an item in itself to pay for transportation. It is enough of itself to pay the transportation; the excess that Winona pays is as much as the whole rate ought to be. Why is it that Greenwood and Greenville enjoy that special advantage over Winona? It is because they are situated upon the lines of water transportation, and the people there get the benefit of it. Then, if that is true where the Mississippi River carries transportation below St. Louis it would be equally true if the Gasconade, if the Osage, and if the Missouri were put into such position that they could afford competition in transportation to the railroad companies.

"Oh," somebody says, "water transportation is too slow." Mr. Chairman, my home city is 125 miles from St. Louis. I knew freight to be loaded onto the cars in St. Louis this summer that required ninety days to bring it 125 miles. It was ninety days after that freight had been loaded into the cars in St. Louis before it was delivered. A boat could have brought it at half the rate charged for it and could have delivered it within twenty-four or forty-eight hours. There is no valid argument which can be presented against the improvement of our rivers, and, Mr. Chairman, we shall fall short of our duty to our constituents if we higgle about the amounts of the appropriations that are to be made for that purpose. Let every man in this House be true to his constituency. Let us stand shoulder to shoulder with the gentleman from Louisiana [Mr. RANSDELL] and bring into this House a large annual appropriation for the betterment of these waterways. [Applause.]

Mr. GRAFF. Mr. Chairman, I am well aware of the difficulties of a Member placing by amendment a large project upon this great rivers and harbors bill, carrying as it does authoriza-

tions of varying degrees of merit to the extent of $83,000,000, to be distributed in different parts of the United States.

I am also aware of the implied obligations which are upon Members whose communities have received even trivial contributions from the grand total sum. I am not here to deny there are numerous worthy projects contained in this bill, and that the great majority of them may be entirely worthy of recommendation, but I am here to seriously and emphatically criticise the failure on the part of the Committee on Rivers and Harbors to recognize in a sufficiently substantial way the great project of river improvement creating a ship canal from the Great Lakes to the Gulf of Mexico.

The distinguished chairman of the Committee on Rivers and Harbors yesterday remarked on the floor that it had not been considered sufficiently to warrant a conclusion; that practically it had not been before the committee excepting for a few months. If there has ever been a question which has received the thorough consideration of the people for almost a century without abatement of interest it has been the project of a deep waterway from the Lakes through the Chicago River, thence by canal to the Des Plaines River, on to the Illinois River, and thence through the Mississippi River, and finally to the Gulf.

As early as August 1, 1674, Joliet found the sources of the Chicago and the Des Plaines rivers in a common pool of water, and wrote to his friend, Father Dablin, as follows:

A very important advantage, and one which some, perhaps, will find it hard to credit, is that we could quite easily go to Florida in boats, and by a very good navigation. There would be but one canal to make—by cutting only one-half a league of prairie—to pass from the Lake of Illinois (Lake Michigan) into the St. Louis River (the Des Plaines River). The route to be taken is this: The bark should be built on Lake Erie, which is near Lake Ontario. It could easily pass from Lake Erie to Lake Huron, from which it would enter the Lake of Illinois. At the extremity of this lake would be the cut or canal of which I have spoken, to have a passage to the St. Louis River, which empties into the Mississippi. The bark having entered this river, could easily sail to the Gulf of Mexico.

Again, in 1817, Samuel A. Storrow, Judge-Advocate in the United States Army, to a letter of Major-General Brown, wrote as follows:

Before the Chicago River enters Lake Michigan its branches unite, the one proceeding from the north, the other from the southwest, where it takes its rise from the very fountain of the Plein (Desplaines), or Illinois, which flows in an opposite direction. The source of these two rivers illustrates the geographical phenomenon of a reservoir on the very summit of a dividing ridge. In the autumn they are both without any apparent fountain, but are formed within a mile and a half of each other by some imperceptible undulations of the prairie, which drain it and lead it in different directions. In the spring the space between the two is a single sheet of water, the common reservoir of both, in the center of which there is no current toward either of the opposite streams. This circumstance creates the singular fact of the insulation of all of the United States except Louisiana, making the circumnavigation of them practicable from the Gulf of St. Lawrence to that of Mexico, with the single hindrance of the Falls of Niagara. The situation of the Chicago and De Plein rivers should not escape national attention. The ground between the two is without rocks, and with little labor would admit of a permanent connection between the waters of the Illinois and Lake Michigan.

On August 6, 1814, Niles's Register, of Baltimore, reflected the condition of public sentiment on this great subject, which was at that time being discussed in the United States Congress. It said:

By the Illinois River it is probable that Buffalo may be united with New Orleans by inland navigation through Lakes Erie, Huron, and Michigan, to the Illinois River, and down that river to the Mississippi. What a route! How stupendous the idea! How dwindles the importance of all the artificial canals of Europe compared with this water communication!

In 1821 the State of Illinois caused a partial survey of the entire route to be made for the purpose of demonstrating the practicability of the undertaking.

Then followed the grant by Congress to the State of 200,000 acres of public land to be disposed of for the benefit of work of construction, and Illinois passed a law for the construction of the Illinois-Michigan Canal in 1829, but it was not begun until 1836 and completed in 1848, connecting the Chicago River with the Des Plaines River, and furnishing the missing link of connection with a depth of 6 feet. In its day and generation the Illinois-Michigan Canal was of great commercial value to the State not only by the actual tonnage carried and tolls collected, but by its influence on railroad rates after that means of transportation came into existence, and even to-day it is claimed by shippers in that State that a preceptible difference is manifest in railroad rates in seasons when this old canal can still be used to some extent and when it is not available in any degree by reason of ice or other causes.

Mr. CAMPBELL of Kansas. May I ask, Is there any commerce at all on the canal from the port of Chicago?

Mr. GRAFF. I am talking of the Illinois and Michigan Canal. There is, of course, the Chicago Sanitary District Canal; that is the one that is proposed to be used in this enterprise.

Mr. CAMPBELL of Kansas. I understand that.

Mr. GRAFF. And it is now completed, except they have not yet got ready to open it for navigation. They are still at work, and they have about got ready to make complete connections for navigation.

Mr. CAMPBELL of Kansas. I understand the canal has been completed from Chicago down to Joliet.

Mr. GRAFF. To below Lockport.

Mr. CAMPBELL of Kansas. Is there any commerce on the canal?

Mr. GRAFF. They can not travel on the Sanitary District Canal at all yet.

Mr. CAMPBELL of Kansas. You are simply indulging in hope?

Mr. GRAFF. Oh, no; I am talking about the Illinois and Michigan Canal at this time. The Chicago River composes a part of this canal, and there is simply an enormous commerce on that part of the canal.

Mr. CAMPBELL of Kansas. What is the depth at the mouth of the Chicago River?

Mr. GRAFF. Thirty-six feet.

Mr. CAMPBELL of Kansas. And that runs as far as Joliet?

Mr. GRAFF. Yes, sir.

Mr. CAMPBELL of Kansas. And you say there is no commerce on that now?

Mr. MADDEN. It runs up against a stone wall.

Mr. GRAFF. It is not now open, because there is a stone wall that shuts up the end of the canal; but the channels, I was just informed by my colleague, have been opened up.

Mr. CAMPBELL of Kansas. Is it open up now so as to admit of commerce?

Mr. GRAFF. The bridges have been now arranged so that it will permit the passage of boats. These bridges were opened on the 17th of January.

Mr. CAMPBELL of Kansas. How far from the mouth of that canal is it to where the canal would empty into the Mississippi?

Mr. GRAFF. From the mouth of the Sanitary District to the end of the canal is 327.28 miles, from the end of the Illinois River and the Sanitary District and the Chicago River, which is part of it, is 38 miles long, so that the distance is about two hundred and eighty-odd miles.

Mr. CAMPBELL of Kansas. The distance that is to be covered and has not yet been touched would be in the neighborhood of 280 miles?

Mr. GRAFF. It is about 289 miles, which it is purposed to deepen 200 feet wide and 14 feet deep from the end of the Sanitary District to Grafton, which is the mouth of the Illinois River, and the estimated cost of that is $23,000,000. Then the board of engineers——

Mr. CAMPBELL of Kansas. You base that estimate of cost on the cost of the drainage canal down to Joliet?

Mr. GRAFF. Oh, no; it would not be based upon that, because the expensive portion of this work has already been done by the people of Chicago, because the difficult part of the work is the rocky section, and that is the section through which the sanitary channel passes, and Chicago has spent $50,000,000 for this purpose. When the Chicago Sanitary District was chartered by the legislature of the State of Illinois there was incorporated in their charter the provision that the channel should be constructed for a ship canal as well as for sanitary purposes, otherwise the people of the State of Illinois would not have granted the charter. This estimate of $23,000,000 is the result of the survey and report of the board of Army engineers under the act of June, 1902. The gentleman from Kansas asked me the distance from the mouth of the sanitary canal to the mouth of the Illinois River.

Mr. CAMPBELL of Kansas. Or to where you would expect to connect with the Illinois River or with deep water.

Mr. MADDEN. Sixty miles.

Mr. GRAFF. Sixty miles to the Illinois River. You see there is the Des Plaines River, and then that flows into the Illinois. The Des Plaines is a branch of the Illinois River.

Mr. CAMPBELL of Kansas. From the mouth of the canal you go into the Des Plaines River.

Mr. GRAFF. Yes.

Mr. CAMPBELL of Kansas. And from the Des Plaines River into the Illinois.

Mr. GRAFF. Yes.

Mr. CAMPBELL of Kansas. And then you follow the Illinois into the Mississippi.

Mr. GRAFF. Down into the Mississippi, and we would have, under the survey and plans, a canal 14 feet deep and 200 feet

wide, which runs from below Alton, on the east bank of the Mississippi River, a distance of 18 miles and comes out into the Mississippi River just opposite St. Louis. The cost of the canal from Alton to St. Louis is $6,553,880; the cost of the waterway, 14 feet deep and 200 feet wide, from Lockport to Grafton is $23,543,582, with $1,376,000 additional if the locks to be built be increased to 20 feet in depth, according to the report of the Board of Engineers of the War Department. The proposition of deepening the river after you leave the sanitary district is not difficult, with the exception of a small, rocky section, and after that is passed the sharp declivities in the river cease and it is almost level from that point down to Grafton, and it is a simple proposition of excavation, with no engineering difficulties presented.

In addition to that, the report of the engineers from the War Department, made several years ago, when another survey of the Illinois River was made, declared that the Illinois River preserves its banks better than any other river in the United States. There are no difficulties regarding silt. There are no difficulties about washing and about changing the channel of the river.

The Illinois River is some 800 or 900 feet wide. After this rocky section is passed there is only a fall of 29 feet the whole distance of some 300 miles to Grafton, and it is a simple proposition of dredging.

Now, I desire to advert to a matter that occurred yesterday when I interrogated the gentleman from Ohio [Mr. BURTON] concerning the reasons why the Hennepin Canal was built.

It was stated at that time that it was built primarily and chiefly because my old friend, Gen. Thomas J. Henderson, from that section, happened to be chairman of the committee; but I did not want to be understood as saying that the Hennepin Canal is valueless and that Congress made a mistake at that time. While I was not then a Member and had no responsibility connected with it, I want to state the testimony given me to-day by Mr. Charles Deere, of Moline, who is president of the Deere Plow Company, I believe, and interested in the Sylvan Steel Company, of Moline, Ill., to the effect that the Hennepin Canal will have a tremendous influence upon freight rates, and that it will be actually utilized in transmitting blooms and steel and iron from Chicago down to the cities of Rock Island, Moline, and Davenport, and, in his judgment, will reduce freight rates one-half. And I furthermore want to say that I do not wish to be understood as entertaining any other than the highest opinion of the gentleman from Ohio [Mr. BURTON]. I have confidence in his ability, and I have just as much confidence in his integrity, and I must at this time give him due credit for the obtaining of a half million dollars to complete this self-same Hennepin Canal, chiefly at my instance, two years ago.

It was placed under the contract system about eight years ago, and it was supposed that the amount authorized would complete it; but it turned out, when they reached the point where the money was all expended about two years ago, that there remained incomplete work which would necessitate an appropriation of half a million dollars, and the River and Harbor Committee, principally through the courtesy of its chairman, gave us that amount, and the result is that the Hennepin Canal will be completed next year and will be a valuable part and parcel of this scheme of waterways.

Mr. DAVIDSON. Will the gentleman state the depth of the Hennepin Canal?

Mr. GRAFF. Seven feet. It was begun fourteen years ago and dragged its weary length along in process of construction through all those years, until about eight years ago it was placed under contract system and then more speedy progress was made.

River conventions have been held throughout the State, until some twenty years ago public opinion crystallized in favor of a depth of 14 feet from Chicago to St. Louis.

This was clearly and definitely known through organized commercial bodies, river improvement associations, and resolutions and statutory enactments passed from time to time by the legislature in our State. On May 29, 1889, the State legislature passed a charter enactment of the Sanitary District of Chicago, authorizing them to construct and operate a drainage and ship canal from Lake Michigan, through the Chicago River, connecting by an artificial channel with the Des Plaines River, and extending from the Chicago River to Lockport, with the following significant sections contained in said law:

If at any time the General Government shall improve the Des Plaines or Illinois rivers, so that the same shall be capable of receiving a flow of 600,000 cubic feet of water per minute, or more, from said channel, and shall provide for the payment of all damages which any extra flow above 300,000 cubic feet of water per minute from such channel may cause to private property, so as to save harmless the said district from all liability therefrom, then such sanitary district shall within one year thereafter enlarge the entire channel leading into said Des Plaines or Illinois rivers from said district to a sufficient size and capacity to produce and maintain a continuous flow throughout the same of not less than 600,000 cubic feet per minute, with a current of not more than 3 miles per hour, and such channel shall be constructed upon such grade as to be capable of producing a depth of water not less than 18 feet throughout said channel, and shall have a width of not less than 160 feet at the bottom.

24. When such channel shall be completed and the water turned therein, to the amount of 300,000 cubic feet of water per minute, the same is hereby declared a navigable stream, and whenever the General Government shall improve the Des Plaines and Illinois rivers for navigation, to connect with this channel, said General Government shall have full control over the same for navigation purposes, but not to interfere with its control for sanitary or drainage purposes.

When it is fully completed it will have a capacity, according to the report of the board of engineers of the United States Army upon the project which we are now advocating, of about 10,000 cubic feet per second flowing at a low velocity. As now constructed, it has a maximum depth of 36 feet and a minimum depth of 22 feet, which it is proposed to increase to the maximum depth. It has a general width of 160 feet in the rock section and 202 feet in the dirt section. It constitutes a navigable channel for the largest vessels now navigating the Great Lakes. With the 6 miles of the Chicago River and the 2 miles extension, it provides a wide and deep channel for 36 miles from Lake Michigan, and the cost when completed some $55,000,000.

The balance of the State are proud of her great city of Chicago, containing two-fifths of our entire population, and the State at large is willing to grant any proper concession to her great city which is reasonable in its character, but it is exceedingly doubtful if the legislation which was passed at the time the original charter of the Sanitary District of Chicago was passed or the subsequent legislation amending the charter could have been prevented had the provisions for the construction of the channel not been provided for a ship canal as well as the needed outlet for the drainage of the metropolis. Right well has Chicago constructed this great engineering feat of severing the divide through the rocky sections of the route, and amply has she constructed the channel for navigation purposes.

January 2, 1900, the Sanitary Channel and Ship Canal was sufficiently finished to begin its use and the waters of the Chicago River were reversed in their current, and fifteen days later the gates at the lower end were opened, and for the first time in centuries the waters of the lake began to flow in a great stream toward the Gulf of Mexico, resuming what geologists all unite in claiming to have been their former course. This stimulated the interest of the people of the State of Illinois and of the neighboring States in their advocacy of the deep waterway cause, and to-day there is no doubt of the universal support of the people of our State of this measure and of its great commercial advantage not simply to the State, but to the entire Mississippi Valley. I was surprised at the statement of the gentleman from Ohio, the distinguished chairman of the Committee on Rivers and Harbors, when he said yesterday that he had not heard of this enterprise except within the last six months. If he has not heard of this enterprise, he has certainly been oblivious to the actions of his own committee.

The act under which the survey and estimates were made for this 14-foot channel from the end of the sanitary district of Chicago to St. Louis was passed in June, 1902—over five years ago—and it was not acted upon by the Committee on Rivers and Harbors without a thorough hearing upon the subject, and that hearing was directed to the advisability of the project before the appropriation of the act of 1902 was made, of $200,000, directing a survey and an estimate of the cost, and the chairman of the committee, the gentleman from Ohio, courteously gave the people of the State of Illinois who were interested in this enterprise a hearing in the lobby of the House of Representatives before the entire committee, and before that committee appeared the Illinois Valley Association and Chicago representatives. Chicago has had many thousands of people interested in this enterprise formed into organizations. The Illinois Valley Association is composed of people representing the remaining three-fifths of our State, which is composed of 6,000,000 people. Illinois has borne her share of the political, the commercial, and the moral burdens of the people of this Republic. Illinois has a history which warrants her not in asking from this House an unmerited appropriation, but Illinois is at least entitled to consideration.

And the representatives from Illinois, Chicago organizations, and the Illinois Valley Association in 1902 appeared before the Rivers and Harbors Committee here, represented by one of the most distinguished engineers in the great West, Lyman E. Cooley. I had the honor to submit a few remarks at that time, as did other members of the Illinois delegation, in behalf of the 14-foot project, and I remember distinctly while that hearing was not taken down and printed and preserved as a document,

that the gentleman from Ohio asked Mr. Lyman E. Cooley, supposing the further improvement of the great Mississippi River from St. Louis to the Gulf was found afterwards impracticable, whether the present enterprise from the end of the Sanitary District to St. Louis would be justifiable, and Mr. Cooley entered upon a discussion of that project alone, standing alone upon the supposition that these sequent improvements, which were considered a part of it from St. Louis to New Orleans, were never carried out. Mr. Cooley stated the kind of crafts which were practicable in a channel of 14 feet in the river, showing, while 14 feet would not be sufficient for all the vessels of the Great Lakes on our northern boundary, within the boundaries of the channel of a river like that of the Illinois large barges could be constructed and could be utilized for the carrying of traffic which would enter upon that river, and it was after a consideration of the very questions which were submitted at that session of Congress to the board of engineers that the Committee on Rivers and Harbors concluded to recommend to incorporate in the river and harbor appropriation bill the provision which brought out the subsequent survey and estimate on the 14-foot channel from Chicago to St. Louis.

Now, then, what period of time elapsed after the action of the Committee on Rivers and Harbors and the House and the Senate, not taken without consideration, and the time when the matter came before the Rivers and Harbors Committee for consideration again? A period of over five years. And does the gentleman from Ohio criticise the advocates of this great public improvement because they do not appear before his committee and press the claim of our improvement during the time that the survey was in progress of completion? I should think not. The survey was finally made. What did the law of June 13, 1902, provide? It provided that the War Department should determine the feasibility and cost of the enterprise; whether it was an engineering practicability, and if so, how much would the total cost be, and the War Department proceeded in obedience to the instructions of that law, and they filed in Congress in February, 1905, as complete a survey as ever has been made by the engineers of the United States Government. The entire length of the proposed canal from Chicago to St. Louis will be 365.28 miles. The distance of the other project, which, we say, we hope will follow, from St. Louis to New Orleans, is something like 1,200 miles.

The amount of the business done upon the Chicago River is a forecast of what will follow if an adequate channel is given in the further development of this great water highway through the heart of the continent. But the gentleman from Ohio stated yesterday that hereafter he did not propose to consider in the Rivers and Harbors Committee, so far as he was concerned, any project which did not bear in addition to a favorable report as to its engineering feasibility a report from the engineering board of the War Department as to its advisability. Then, if that is true, Congress proposes to abdicate its functions. What other matters of consideration can there be thought of in connection with a great public work like this save its cost; its engineering feasibility; its commercial advisability? If there be anything left for the House to determine, I would like to know what that would be. It seems to me that the testimony in favor of the desirability of this great waterway in the various generations that have lived and died through almost a century of the history of Illinois ought to have some force with practical men. Ah, but we are dreamers of dreams and we are seers of visions. Why, the achievements of to-day were the dreams of yesterday. If men had first to demonstrate with mathematical accuracy the outcome of new projects never before having a realization in experience the world would halt its advance.

There is something else besides mathematical demonstration that enters into sound judgment. Cold, careful, practical men look into the future and attempt to exploit fields which have been untrodden before, and come to that judgment with a large measure of faith and imagination placed in the combination to arrive at the result. Edison dreamed of his triumphs of electricity long before they were a realization. Suppose that the measures contained in this great rivers and harbors bill were held up to that sort of a test, including $4,000,000 expended upon the Ohio River; how much tonnage would have actually to exist upon which to base a safe calculation by a member of the Committee on Rivers and Harbors when determining as to the merits or demerits of a proposition? If there had to be a mathematical proof of the commercial profit of the great enterprises in which the governments have placed their millions, what would have become of the proposition for the Sault Ste. Marie Canal? Where would have been the Suez Canal? Still the unrealized dreams of some philosopher.

Why, the Panama Canal has been a matter of speculation for half a century. Dreamers have written about it, essayists have called attention to the fact that sometime the distant future would demand it, but finally this prosaic Congress is now in the midst of its construction. And what are the arguments presented? Is there any man living that can tell within millions of tons of the probable business to be done by the Panama Canal when completed? It is true that generalities are indulged in about our oriental trade, but everybody knows that our oriental trade at present as compared with our European trade is absolutely insignificant. But it takes the dreamer that can see things that are not to be discerned by the eye, that can hear things the sound waves of which do not reach the drum of the ear, that have brought the practical triumph of this United States and all progressive people, which were afterwards turned into brick and mortar and stone.

Now, then, does anyone say that it is an impractical dream to unite the two greatest cities in this country, one having two and one-half millions of people and the other 600,000, by a waterway passing through the heart of a great State at present composed of 6,000,000 of people and already the center of civilization, destined in the future decades to have gathered there a denser population than there is in the most densely populated part of Massachusetts, endowed by nature with a wonderfully fertile soil, inhabited at present by one of the most progressive and prosperous and busy people on the face of the earth, along whose banks are untold wealth of hidden mines of valuable coal, existing, as we know from actual investigation, from Chicago clear down three-quarters of the length of the Illinois River?

Already there is a development there in the coal industry which has been unparalleled in the history of our State. Is it impractical to give an additional means of transportation when every man who thinks upon the subject of railroad transportation sees that the amount of facilities for the transportation of all products at the present time with the present railroads through the country is short some 25 per cent? When practical men like James J. Hill call attention to that and speak of the development of the rivers and harbors as a way to meet the deficiency, is it an impracticable dream to further improve a line of rivers whose location and availability to-day can be marked on the schedules of railroads which actually go in their vicinity and would come in contact with their competition with the present facilities which they have?

In November last there met at St. Louis the greatest waterway convention that has ever assembled in the United States, composed of 1,200 delegates from fifteen States in the Mississippi Valley, including large delegations particularly from the cities of Chicago, St. Louis, Peoria, and Pekin, Ill., devoted to the cause of the project which we are advocating to-day, and composed of leading men in all the avocations of life whose judgment as to the advisability of this project is far superior, in my opinion, to any body of men separated from competitive life and devoted to technical service under the United States Government as officers of the Army.

The governors of Louisiana, Missouri, Arkansas, and Illinois by their presence evidenced the opinion of the men making up the citizenship of all of those States, a valuable proof of the advisability of this project from a commercial standpoint. These men were there at their own expense and volition without hope of advantage save that which would arise for the common good. The legislatures of the States of Illinois and Missouri have voiced public sentiment in favor of this enterprise in the last few days. There is no doubt but the people of the Middle West believe in its virtues, and propose to continue in their demand for this improvement until it shall have been accomplished.

On January 23 of the present year, just a few days ago, the Illinois Society of Engineers and Surveyors met in their convention session at my home city of Peoria and addressed a memorial in favor of this measure to the Speaker of the House of Representatives, and took issue with the adverse finding of the board of engineers recently made as to its advisability from a commercial standpoint. These men are skilled in their profession and are capable of passing upon the technical features of the work, and have the additional advantage of belonging to civil life and are familiar with its burdens, its necessities, and its problems. I append that memorial to my remarks:

PEORIA, ILL., *January 23, 1907.*

HON. JOSEPH G. CANNON,
Speaker of the House of Representatives,
and Members of Congress from Illinois,
Washington, D. C.

DEAR SIRS: We the undersigned members of the Illinois Society of Engineers and Surveyors in annual session assembled do hereby address the following memorial to you in expression of our deep conviction of the feasibility and practicability and the commerical utility (in comparison to its probable cost) of the proposed improvement of the Illinois River into a commercial waterway having a channel of not less than

14 feet in depth as a connection between the already nearly completed Sanitary and Ship Canal leading from Chicago to Joliet with the Mississippi River at or near St. Louis.

We are fully aware that this subject is at the present time before the House of Representatives for consideration, and we are reliably though not officially informed that the two boards, one of survey and one of investigation, of the United States Government have investigated by survey and inquiry into the question of the feasibility and commercial utility of this project and have made their reports to Congress; that the report of the first board of survey unqualifiedly commends the practicability and feasibility of the plan with an estimate of its cost; that the second board, while admitting the practicability and feasibility of the plan and not taking exception to the estimate of cost, has assumed that such cost was in excess of the value of the improvement to the nation from the standpoint of its commercial utility.

Now, therefore, we as practical men, interested only in the ultimate welfare of the State and nation, believe it to be our duty to express our doubt as to the correctness of the deduction of the latter board when viewed from the broad standpoint of the probabilities of the future as judged from the experience of the past. We firmly believe that statistics showing the amount of traffic now existing, or to immediately seek use of this commercial highway if completed, would not be broad enough to indicate the value of such a work to the State and nation. There is no question of the amount of toll to be received affected by the amount of traffic on the canal. There is no question of commercial success or failure of the work as a business enterprise. It is not such a toll route nor such a business enterprise.

As it appeals to us, the question is What will be the broader effect upon the business and prosperity of all the territory which is subject to its possible use or the possible effect upon the cost of freight as carried from one city to another over this great projected highway? It is impossible to estimate the great regulation of the cost of carriage of all freight that would be affected by connecting the largest inland lake system in the known world directly with the largest known system of river transportation in the world by such a waterway as would permit the floating ofsteam vessels of a large-enough size and proper shape to carry the freight on the lake system and deliver such freight to the river system without transshipment or the breaking of bulk—this great water highway, representing a free and untrammeled means of access, a right of way, subject to the control of no monopoly whatever, but open to the free use of the public. There can be no doubt but that the cost of all the heavy freight carriage that could be in any way tributary to this lake and river system would by this competition be reduced to an extent which no legislation or force of mere corporate competition could affect. We believe ultimately the whole nation would profit in the possibility of a future connection between the Gulf of Mexico and the Great Lakes when this waterway should be so extended as to reach the Gulf, and a source of internal defense created by means of a properly constructed Navy that would be of greater value in case of emergency than many times the same amount of money expended on immense battle ships that could be of no value whatever for our internal defense.

We further represent that we believe such a judgment as is rendered by this board, if it had been applied to the construction of the canals and locks at the Sault Ste. Marie, based upon statistics covering only the traffic known at that time, over the proposed route, would have prevented forever the construction of that most wonderful highway of commerce, and that the same argument would have prevented private enterprise from ever constructing any of the great transcontinental railroads, and would doubtless prevail against the construction of the Panama Canal, and would never have permitted England to have expended millions of dollars on the Suez Canal.

Finally, that nothing but the experience of the future and analogy with above cases can absolutely prove what we fully believe to be the fact, namely, that the completion of a 14-foot channel to connect the Lakes at Chicago with the Mississippi River at St. Louis will be not only a justifiable expenditure for the United States from the local standpoint of the State of Illinois, but from the standpoint of the future best welfare of the nation.

Respectfully submitted.

Dabney H. Maury, president; A. W. Gates, Monmouth, Ill.; Clark G. Anderson, Moline, Ill.; C. A. Prout, Wheaton, Ill.; Fred. W. Honens, Sterling, Ill.; Jos. A. Moore, Chicago, Ill.; T. L. Burkland, Peoria, Ill.; A. W. Bell, Bloomington, Ill.; H. C. Hoagland, Decatur, Ill.; J. E. Kemp, Kewanee, Ill.; Hugo Lucas, Peoria, Ill.; Henry Bloompot, Peoria, Ill.; W. E. Burkhalter, Peoria, Ill.; J. G. Melluish, Bloomington, Ill.; Clem. L. Cravens, Toulon, Ill.; D. H. Roberts, Peoria, Ill.; J. G. Hare, Bloomington, Ill.; H. Foster Bain, Urbana, Ill.; A. F. Nichol, Marseilles, Ill.; Lloyd Z. Jones, Galva, Ill.; W. G. Kirchoffer, Madison, Wis.; J. W. Woermann, Peoria, Ill.; R. S. Wallace, Peoria, Ill.; J. W. Dappert, Taylorville, Ill.; S. T. Henry, Chicago, Ill.; P. C. Knight, Pontiac, Ill.; A. N. Talbot, Urbana, Ill.; W. A. McCully, Bloomington, Ill.; J. C. Quade, St. David, Ill.; Chas. H. Dunn, Peoria, Ill.; Chas. B. Burdick, Chicago, Ill.; S. N. Johnson, Springfield, Ill.; Web. P. Bushnell, Quincy, Ill.; John M. McNabb, McNabb, Ill.; Julius G. Gabelman, Chicago, Ill.; Henry B. Dirks, Chicago, Ill.; G. C. Fairclo, Champaign, Ill.; Frank W. Ives, Bloomington, Ill.; E. M. Schiflow, Elgin, Ill.; W. M. Wood, Decatur, Ill.; D. J. Stanford, Chatsworth, Ill.; A. B. Alexander, Decatur, Ill.; Geo. M. Clark, Low Point, Ill.; O. H. Nicolet, La Salle, Ill.; John J. Harmon, Champaign, Ill.; A. D. Thompson, Peoria, Ill.

I also have received from the Promotion Club, an adjunct of the Creve Cœur Club, of the city of Peoria, Ill., an organization of its progressive citizens, resolutions in behalf of this project, and which I also make a part of my remarks:

PEORIA PAYS ANNUALLY OVER $30,000,000 INTERNAL REVENUE—ONE YEAR IS ALL WE ASK.

Whereas the reports from Washington advise that the rivers and harbors bill as reported from the Rivers and Harbors Committee under the leadership of Hon. THEODORE E. BURTON, its chairman, while providing for the expenditure of an unprecedentedly large amount of money during the coming two years upon various items of internal improvement of rivers and harbors, does not in any way recognize the Illinois River as one of those objects which is worthy of the financial aid of the United States toward its permanent improvement as a waterway; and

Whereas the State of Illinois has permitted the use of the Illinois River for the purpose of the protection of the health of the great city of Chicago by granting the right to turn a large volume of the waters of Lake Michigan down to the Mississippi River through this valley in the full expectation that this would result in affording a great ship canal for the public use to connect the Great Lakes with the Mississippi River, and in furtherance of this idea an extra expenditure of over $30,000,000 has been made by the city of Chicago in order that the greatest obstacle to such a ship canal might be removed and the first and most expensive section of that great work be completed and offered as a free gift to the United States, and that in pursuance of an act of Congress calling for a survey of the Illinois River and estimate of the cost of its improvement, a board of competent engineers has reported upon the feasibility of the construction of such a waterway at a cost not to exceed $31,000,000; and

Whereas, in order that the full benefits of such a work may be realized, the Mississippi River should be maintained at its highest efficiency; it should be improved according to the plan known as the "plan of 1881 between St. Louis and Cairo;" Therefore, be it

Resolved, That the citizens of Peoria, through their representatives, the Promotion Club, of said city, respectfully request that the Congressmen of Illinois, when the rivers and harbors bill is reported, shall introduce and favor two amendments thereto:

First. An amendment making an appropriation of $1,000,000 per year for four years for the permanent improvement of the Mississippi River between St. Louis and Cairo, to continue the plan of 1881.

Second. An appropriation of $3,000,000 to begin work on the deep waterway from the lakes to the Gulf.

Resolved, That the Promotion Club of Peoria requests all Representatives in Congress who desire the commercial prosperity of the Mississippi Valley to vote and to work for these two amendments.

Chicago has paid $50,000,000 toward this, and offers it to the United States without any strings to it.

Peoria, Ill., is the second city in the State, midway between Chicago and St. Louis, with a population of 85,000, fourteen railroads, and a commerce of large proportions, the statistics of which for the year ending December 31, 1906, I append to my remarks:

Receipts and shipments at Peoria, Ill., for the year ending December 31, 1906.

Article.	Receipts.	Shipments.
Flour ..... barrels..	1,186,620	1,179,630
Wheat ..... bushels..	1,203,800	804,484
Corn ..... do....	15,190,900	8,204,900
Oats ..... do....	18,326,000	19,484,930
Rye ..... do....	344,300	101,800
Barley ..... do....	3,062,000	1,101,500
Mill feed ..... tons..	22,195	41,078
Seeds ..... pounds..	1,815,000	630,000
Broom corn ..... do....	2,520,000	2,208,300
Spirits and liquors ..... barrels..	139,737	576,984
Starch ..... pounds..	12,068,400	21,834,050
Cattle ..... head..	53,840	55,856
Hogs ..... do....	406,994	333,315
Sheep ..... do....	5,280	7,140
Lard ..... tierces..	1,210	5,285
Pork ..... barrels..	560	.....
Bulk meats ..... do....	35,420,000	28,176,200
Sirup and glucose ..... do....	58,840	64,633
Eggs ..... dozen..	210,000	1,232,000
Potatoes ..... bushels..	519,000	153,600
Hides and pelts ..... pounds..	12,354,000	1,078,500
Tallow ..... do....	450,000	1,103,700
Hay ..... tons..	38,580	7,913
Agricultural implements ..... cars..	4,443	4,848
Cooperage ..... do....	2,203	2,070
Lumber ..... M feet..	216,510	176,710
Salt ..... barrels..	34,556	14,600
Oil ..... do....	144,470	98,710
Coal ..... tons..	1,513,400	907,118
Iron ..... do....	285,335	166,082
Ice ..... do....	17,365	7,231
Miscellaneous ..... pounds..	1,403,972,000	1,113,752,900
Merchandise ..... do....	322,905,000	493,046,000

As will be seen, the internal-revenue receipts of the General Government for the single year paid at Peoria, Ill., would be sufficient to pay the total cost of the project from Chicago to St. Louis.

At the present session of Congress the Rivers and Harbors Committee of the House, notwithstanding the act of June 13, 1902, did not submit the question of advisability to the War Department or the board of engineers, requested a report from the board of engineers as to the advisability of the project from Chicago to St. Louis, and the essential features of the report of said board of engineers is as follows:

4. A 14-foot waterway between Chicago and St. Louis may be considered from two standpoints: First, with respect to its effect on the present and prospective commerce between these two cities, and, second, with respect to its value as a link in a deep waterway extending from the Great Lakes to the Gulf. Considered from the first standpoint, the board is of the opinion that the depth proposed is greater than is necessary for the river traffic that would probably use it, and not sufficiently great to extend lake navigation from the Great Lakes to St. Louis. In the report under consideration the tonnage and draft of the lake vessels visiting Chicago are given in considerable detail, and the opinion is expressed that the great bulk of future lake commerce will probably be carried in vessels of even greater draft and tonnage.

5. The advisability of constructing a 14-foot waterway depends on the probable amount of commerce that would use it, together with its incidental effect on the freight rates of all traffic passing east through St. Louis or south through Chicago. The accompanying report states

that during the fiscal year ending June 30, 1904, the quantity of freight moved by the three roads extending from Chicago to St. Louis was slightly over 1,000,000 tons. From other sources it is learned that the total tonnage in and out of St. Louis is about 39,000,000 tons. The saving that would accrue to the country at large by the construction of a 14-foot waterway is largely conjectural. In the opinion of the board such benefits would not be sufficient to warrant an expenditure by the General Government of $30,000,000.

6. Considering the proposed waterway as a first step toward the construction of a 14-foot waterway from the Great Lakes to the Gulf, it is necessary to anticipate the probable cost of obtaining and the difficulties attending the construction of such a waterway down the Mississippi Valley below St. Louis. The present project for the improvement of the Mississippi River from St. Louis to Cairo contemplates a depth of 8 feet, and it is estimated that to secure it will require an additional expenditure of $20,000,000, with $400,000 annually for maintenance. From Cairo to New Orleans the present project contemplates a depth of 10 feet, and, while a depth of 9 feet has been practically secured, to maintain it calls for an expenditure of approximately $300,000 a year. So far as known no estimate for increasing this depth to 14 feet has ever been made, but it is clear to the board that it would involve enormous expenditure and for a portion of the distance at least the construction of a lateral canal.

7. For these reasons the board believes that the construction of a 14-foot waterway between Chicago and St. Louis is not advisable; but it also believes that the commercial interests of the Great Lakes are entitled to an outlet to the Gulf of Mexico of as great a capacity as can be obtained at reasonable cost. This capacity is now limited by the projected depth between St. Louis and Cairo—that is, 8 feet—a depth that will not only suffice for a large amount of through commerce, but will be sufficient to materially benefit and consequently aid in the development of the Illinois valley.

It seems to me, as I have already stated, that it is the function of Congress to pass upon the advisability of the Government entering upon an enterprise of this kind, leaving the technical questions, requiring professional skill, for the board of engineers. The people who inhabit the Illinois Valley understand its needs and the possibilities, from a commercial standpoint, of the proposed improvement, whether measured by the advantages of the 14-foot waterway from Chicago to St. Louis or whether the whole scheme of a ship canal from Chicago to the Gulf is considered. I look forward confidently to the day when the business judgment of the people of the entire Mississippi Valley will have been justified by the completion of this great waterway, draining the heart of the continent and carrying upon its bosom the fruits of our industry to the lands of every clime.

The CHAIRMAN. The gentleman from Texas [Mr. SHEPPARD] is recognized for forty-five minutes.

Mr. SHEPPARD. Mr. Chairman, I desire to submit for the consideration of this and future Congresses certain data in reference to Cypress Bayou and Sulphur and Red rivers, all of which penetrate my district.

CYPRESS BAYOU.

The first survey of Cypress Bayou, the chain of lakes and passes, and Twelvemile Bayou, all composing the Jefferson-Shreveport waterway and known generally as "Cypress Bayou," was ordered by the rivers and harbors act of July 11, 1870 (U. S. Stat. L., vol. 16, p. 226 et seq.). In January, 1871, Lieut. E. A. Woodruff, Corps of Engineers, proceeded to Jefferson, Tex., to commence the survey, but was prevented by high water. He did not complete the work until over a year later. On April 25, 1872, Lieutenant Woodruff made a report giving the results of the survey. The report began by showing that the lower section of the Jefferson-Shreveport waterway had been improved by the Government as early as 1854 and utilized by Red River boats as a means of passing around the Red River raft above Shreveport. Thereafter the lower section was subjected to the double use of navigation to Jefferson and navigation to points on Red River above Shreveport. At a certain point the boats intended for Red River would return to Red River through a connecting tributary above the raft, while the Jefferson boats would turn westward on the original waterway.

The report then stated that its author, Lieutenant Woodruff, had been directed not only to survey the Jefferson-Shreveport waterway, but to examine the advisability of removing the raft in Red River. He said that the raft undoubtedly should be removed, and added the following concerning the effect of the removal on Cypress Bayou:

The only objection likely to be raised, except that of expense, is the anticipated injury to the lake and bayou navigation to Jefferson, Tex. The people of that city are naturally anxious to secure their present facilities and to improve them. Even if their apprehensions were well grounded they would form an insufficient reason for allowing the ruin caused by the backing up of the water above the raft to spread over the productive valley below Fulton; but it is susceptible of demonstration that the diversion of the water in the lakes caused by opening the main channel of the river must be very gradual and that the injury to navigation may be entirely counteracted by means not too expensive to admit of practical application.

Lieutenant Woodruff concluded his report by outlining a project for dredging and snagging and by making the following specific recommendation:

If it be decided to remove the Red River raft, for building dam at foot of Soda Lake to contract waterway at low stages, $70,000. (See Chief of Engineers' Report, 1872–73, vol. 2, pp. 568–573.)

The rivers and harbors act of June 10, 1872 (U. S. Stat. L., vol. 17, 370–376), made an appropriation of $10,000 for the improvement of Cypress Bayou. Work was begun on December 18, 1872, the city of Jefferson tendering the Government free of charge a large dredge boat, which it had purchased at a cost of $50,000, for use in the bayou. At that time the city of Jefferson was visited by 200 boats a year from Cincinnati, St. Louis, New Orleans, and all other important points of the Mississippi region. The city had spent large sums in improving the stream in addition to the purchase of the dredge. The rivers and harbors act of March 3, 1873 (U. S. Stat. L., vol. 17, 560–565), in further pursuance of Lieutenant Woodruff's report, made the following appropriation:

For the improvement of Cypress Bayou and construction of dams and dredging at the foot of Soda Lake, Texas, $50,000.

Here we have an unqualified recommendation for a dam for $70,000 and a distinct and unqualified appropriation of $50,000 for that purpose and for the purposes of dredging and snagging which had been cared for in the former act of June 10, 1872, and yet no effort was made even to begin a dam.

From that day to this not a single step has been taken to carry out this solemn provision of the law for a dam on this waterway to counteract the injurious effect of the removal of the Red River raft. Captain Wooten, head of the Texas engineering district, who has just made an examination of Cypress Bayou under the last rivers and harbors act, advises me that it is still practicable to construct the dam at the foot of Caddo Lake, and that this, with only a little dredging, will give a navigable depth of at least 6 feet from Mooringsport to Jefferson throughout the year and will cause no increase in the submerged area. Captain Wooten's letter on this subject is as follows:

UNITED STATES ENGINEER OFFICE, FEDERAL BUILDING,
Dallas, Tex., November 14, 1906.

Hon. MORRIS SHEPPARD, M. C.,
Texarkana, Tex.

DEAR SIR: In response to your verbal request for certain information as to the cost of completely closing Ferry Lake by a weir such as described in my report on a survey of the waterways connecting Jefferson, Tex., and Shreveport, La., I would say that the weir therein mentioned was to be built in connection with a lock. Omitting the lock would increase the length of the weir by the space occupied by the lock and would correspondingly increase the cost. It is probable, though, that a complete weir similar to the one contemplated could be constructed at a cost of about $85,000.

The weir for which the estimate was submitted was to have its crest at an elevation of 57 meters above the Cairo datum. This elevation would, with only a little dredging, give a navigable depth of at least 6 feet to Jefferson throughout the year and would cause no increase in the submerged area. The height of the dam would vary throughout its length, depending on the depth of the water, but would average between 3 and 4 feet.

Should it be determined later to improve the waterway below and place a lock in the dam, the only increase in cost over my original estimate would be the expense of tearing out the necessary length of the dam. This would not exceed $1,000.

I am not prepared to give a complete answer to your question as to the value of the water power developed, as I have not all the data which I would require on entering into a study of that phase of the matter. The power available would, of course, be subject to fluctuations. It would be a minimum naturally during low-water seasons, and would also be reduced at times of high water in Red River, as the head would at those times be diminished and occasionally wiped out almost entirely. It would seem to me, however, that the power would have a decided value and might possibly be leased for a sufficient sum to materially reduce if not entirely meet the interest charges on the cost of the weir. However, I should require more data and further study before giving a positive answer to this question.

Very respectfully,

W. P. WOOTEN,
Captain, Corps of Engineers.

The foot of Caddo Lake is about a mile below Mooringsport, where the Kansas City Southern Railroad, running from Kansas City, Mo., to Port Arthur, Tex., crosses Caddo Lake. Navigation from Mooringsport to Jefferson will therefore be especially valuable in that it will give Jefferson connection with a competing railroad to the Gulf. The waterway from Jefferson to Mooringsport is now navigable nearly all the year, but it is obstructed by an immense accumulation of snags. Snagging work has been begun on this section under the last rivers and harbors act, and navigation has been resumed on that part of the channel which has been partially cleared. This work has been done since June 30, 1906, and consequently does not figure in the reports for the last fiscal year. This dam was part of a project pronounced feasible by Captain Wooten for the permanent restoration of the entire waterway from Shreveport to Jefferson, but recommended unfavorably by him on account of the cost, which he estimated at $525,000.

Unless this dam is constructed at some time in the not very distant future the falls, which are now working through the bed of Soda Lake and are now within a few miles of Caddo Lake, will within the next five years, perhaps, reach the foot of Caddo Lake and impair the present water level and decrease the depth from Mooringsport to Jefferson. Furthermore, when

the falls shall have reached the foot of Caddo Lake they will have excavated a channel from Twelvemile Bayou to that point, the immediate dredging of which forms the most expensive and prominent feature of Captain Wooten's recent plan. Then it would require but the addition of a lock for the permanent restoration of the entire waterway from Shreveport to Jefferson and the cost would be reduced by almost two-thirds. Bear in mind, however, that the entire waterway is at present navigable in high-water seasons every year and that these seasons continue from three to six months almost every year. There has been no navigation, on account of the prevalence of stumps and snags, during the last decade. Assistant Engineer Walter H. Polk, who made the examination under the recent rivers and harbors act, recommends in his report of August 28, 1905, that the channel be cleared of snags and other obstructions and that the channel through the stumpy part of Soda Lake be outlined by signs.

On May 15, 1873, a project of snagging, clearing, and dredging was outlined, and the work continued in accordance therewith. Some time after this and before October, 1873, Lieutenant Woodruff made another examination, and in his report recommended a lock and dam at Albany Point, and stated that this was absolutely necessary to prevent the gradual deterioration of navigation to Jefferson after the removal of the raft. At this time the raft was in process of removal. Captain Howell, head of the New Orleans district, which then included Cypress Bayou, ordered a further investigation, which was made early in 1874 by Asst. Engineer H. A. Leavitt, Lieutenant Woodruff having died. On the basis of Mr. Leavitt's examination and report, Captain Howell reported on October 5, 1874, suggesting a dam across the foot of Soda Lake and a cut thence to Red River as a means not only of preserving navigation to Jefferson, but of making the lake a reservoir for impounding the flood waters of Red River and thus lengthening the season of navigation on Red River. He estimated the cost at $372,580. He made this recommendation on the condition that the entire amount be appropriated at once, and that the commerce would be found to justify the expenditure. On the latter point he expressed no opinion. He made estimates for continuing the snagging and clearing work. At that time $35,873.96 had been expended in this form of improvement. Snagging, dredging, and straightening operations were continued during the following year, the balance on July 1, 1875, being $4,259, $20,166.36 having been expended during the fiscal year ending on that day. In reviewing the work of the previous year, Captain Benyaurd, who had succeeded Captain Howell, stated that the construction of the dam had not been begun because the amount of the appropriation was insufficient. This is certainly a remarkable statement. If at the present time there should be recommended a certain project at a total cost of $70,000 and an initial appropriation of $50,000 should be obtained, it would be considered quite an achievement. Captain Benyaurd, in this same report, announced that the raft in Red River had been removed, and that the removal had seriously affected the interests of Jefferson through the impairment of Cypress Bayou navigation.

During the fiscal year ending July 1, 1876, $4,237.58 was expended in dredging and snagging. The rivers and harbors act of August 14, 1876, carried an appropriation of $13,000 for continuing the work of dredging and removing obstructions in Cypress Bayou, Texas. (19 Stat. L., 132–139.) During the fiscal year ending June 30, 1877, $3,121.37 was expended under the old project of dredging and snagging. The Texas and Pacific Railroad had been constructed to Jefferson, diverting a large part of Jefferson's trade from New Orleans to St. Louis, and Captain Benyaurd, in his report of July 2, 1877, stated that there was great competition between the steamboats and the railroads, showing the actual saving resulting to the people from navigation. He stated that when navigation was closed the railroad rate per bale of cotton from Jefferson to St. Louis was $4; when open, $3; that when navigation was closed the railroad rate per bale from Jefferson to New Orleans was $4; when open, $2.50. By steamboat from Jefferson to New Orleans it was $1.50 to $2 per bale. He further showed that the railroad rate from St. Louis to Texarkana, where there was no navigation, a distance of 480 miles, was $105 per carload; from St. Louis to Jefferson, where there was navigation, a distance of 551 miles, $75 per carload. He also stated that the citizens of Jefferson had expended over $60,000 altogether in the improvement of Cypress Bayou.

During the fiscal year ending June 30, 1878, $9,854.32 had been expended mainly in the construction of a new dredge, the old dredge having sunk. The act of June, 1878 (U. S. Stat. L., vol. 20, 152–163), contained an appropriation of $15,000 for improving Cypress Bayou, and the act of March 3, 1879 (Ib., 363–377), made an appropriation of $6,000 for the same purpose. During the fiscal year ending June 30, 1879, the amount expended in completing the dredge, in snagging, etc., was $13,872.70, the total cost of the dredge being $20,000. The dredge was put in commission January 20, 1879. During the fiscal year ending June 30, 1880, the amount expended in snagging and dredging was $2,824.67. In June, 1879, the dredge boat built expressly for Cypress Bayou at a cost of $20,000, that amount being charged to Cypress Bayou, was taken to the mouth of Red River and put at work there. In January, 1880, it was taken to Shreveport to be returned thence to the mouth of Red River in June. The Chief of Engineers, in his annual report of October 16, 1880, briefly reviewing the entire work since 1872, says:

> In many instances the work had been so imperfectly done, leaving projecting stumps, as to make navigation exceedingly dangerous.

Let me add that thousands of these projecting stumps may be seen along the waterway to-day. In view of the statement just quoted one would naturally wonder why the dredge was removed to Red River. The officer in charge, Captain Benyaurd, in his report of July 1, 1880, stated that up to that time the citizens of Jefferson had spent over $70,000 on the waterway; that when navigation was open flour could be obtained in Jefferson at $10 to $12 per barrel, when closed the cost was $25 per barrel. Let it be observed here that at this time Jefferson had had for several years the railroads she has to-day; that there were open and closed seasons of navigation then as there are to-day. Before the raft was removed there was navigation all the year round. The raft had been completely removed in 1875. In 1880, five years afterwards, the effect of the removal had fully developed and there were certain low-water seasons then, as there are to-day, when a child could cross the flats. It is the accumulation of snags and stumps during the last ten or twelve years that has obliterated navigation to-day and not the railroads or the condition of the flats in extreme low water.

During the fiscal year ending June 30, 1881, the amount charged to Cypress Bayou was $1,549.04, although not a cent was expended on Cypress Bayou. Throughout this fiscal year the Cypress Bayou dredge was kept at work in Red River and "no actual work of improvement was carried on in Cypress Bayou," to quote the exact language of Major, formerly Captain, Benyaurd in his report of July 27, 1881.

During the fiscal year ending June 30, 1882, no work was done on the bayou, although $225.22 was charged thereto. The dredge belonging to Cypress Bayou was still kept in Red River. During the fiscal year ending June 30, 1883, no work was done, although $845.78 was charged to Cypress Bayou and the dredge belonging to Cypress Bayou was still kept in Red River. In his report for that fiscal year the officer in charge stated that Jefferson received during the year 100,000 bales of cotton, half of which had been shipped to New Orleans by water, and the figures presented showed that Jefferson's trade had been increasing since 1880. The truth is that the combined advantages of railroad and water transportation increased Jefferson's trade and improved her rate situation.

During the fiscal year ending June 30, 1884, $932.31 was expended on Cypress Bayou, and the Chief of Engineers in his annual report of October 15, 1884, made the following statement:

> The first project for the improvement of Cypress Bayou consisted in cutting and dredging a channel through the lake and bayou, thus affording a good high-water channel from Jefferson, Tex., to Shreveport, La. This work was completed in 1880, but since then the timber has grown up again, and for the purpose of removing it the U. S. S. *Thomas B. Florence* made one trip to Jefferson, Tex., doing as much work as the high stage of water would permit.

Evidently this work of the *Florence* was unsatisfactory. The officer in charge, Major Miller, in his report for that fiscal year said of this trip of the *Florence* that—

> On account of high water but little could be accomplished, only 149 leaning trees being cut down.

Nothing was said concerning the Cypress Bayou dredge. During the fiscal year ending June 30, 1885, $775.34 was expended, and the Cypress Bayou dredge was still kept in Red River.

The rivers and harbors act of July 5, 1884 (U. S. Stat. L., vol. 23, 133–151), directed a resurvey to ascertain if permanent improvement of the stream could not be made in some other way than by a dam across Albany flats. An examination was made and a report submitted recommending that the improvement be confined to straightening and marking the present channel, cutting stumps therefrom, and reopening the cuts by dredging, and stating that this would secure navigation to Jefferson for seven or eight months in the year. The cost of the project submitted was $13,000. This report sustains my contention that dredging and snagging operations will reopen navigation for a considerable part of the year. In 1885 the raft had been removed for over ten years and the condition of the waterway was practically

what it is to-day. This report states that dredging was necessary. And yet the dredge which had been built six years before for the express purpose of being used in Cypress Bayou, which had been built at a cost of $20,000 and the money taken out of a Cypress Bayou appropriation, had been kept in Red River during practically all of the six years.

During the fiscal year ending June 30, 1886, $31.15 was expended, and the Cypress Bayou dredge was still kept in Red River. The rivers and harbors act of August 5, 1886 (U. S. Stat. L., vol. 24, 310–335), contained an appropriation of $18,000 for "improving Cypress Bayou and the lakes between Jefferson, Tex., and Shreveport, La." During the fiscal year ending June 30, 1887, $5,606.39 was expended, and the report of the Chief of Engineers of October 22, 1887, as well as the report of the officer in charge, Captain Willard, show that this amount, as well as nearly all the rest of the $18,000 appropriated August 5, 1886, had been and would be used in rehabilitating the Cypress Bayou dredge, which was still in Red River, and which now had to be rebuilt at the expense of Cypress Bayou money. Thus we see that this Cypress Bayou dredge, built at an original cost of $20,000, this amount being taken out of Cypress Bayou money, had been used almost all its life in Red River and practically worn out there, and that it was now rebuilt at an expense of nearly $18,000, this amount being also taken out of Cypress Bayou money. Thus Cypress Bayou was deprived of the use and benefit of by far the larger part of the appropriations of June, 1878, and March 3, 1879—that is, of an amount approximating $20,000.

During the fiscal year ending June 30, 1888, $12,393.61 was expended in dredging, etc. The rebuilding of the dredge had been begun in April, 1887. It was completed in July, 1887, and by far the larger part of the amount expended during the fiscal year ending June 30, 1888, was used in completing the dredge. In July, 1887, the dredge was towed from Shreveport to Jefferson, where the cabin was completed and the machinery fitted. The work was finished August 15, 1887, and was used for dredging work in Cypress Bayou until May, 1888. Although the dredge had been rebuilt by so large an expenditure of Cypress Bayou funds, this was the only dredging ever done on the Cypress Bayou waterway by the rehabilitated dredge, with the exception of about three months in the year 1889–90. In his report for this fiscal year Captain Willard, the officer in charge, strove partially to remedy this injustice by recommending that $7,500 be allotted to Cypress Bayou from Red River funds. (See House Ex. Docs., 2d sess. 50th Cong., 1888–89, vol. 4, 1345.)

During the fiscal year ending June 30, 1889, $338.29 was expended; also there was expended $1,755.45 of an appropriation of $5,000 by the rivers and harbors act of August 11, 1888 (U. S. Stat. L., vol. 25, 400–433), under the following item:

Improving Red River, Louisiana and Arkansas: Continuing improvement from Fulton, Ark., to Atchafalaya, including completing the work at Alexandria, $65,000, of which $5,000, or so much thereof as may be necessary, to be used upon Cypress Bayou and the lakes between Shreveport, La., and Jefferson, Tex.

The money expended during this fiscal year was for removing stumps and a small amount of dredging. The dredging and snagging were not done by the Cypress Bayou dredge, which had again been removed to Red River, but by the Red River snag boat *Howell*. The report of the officer in charge, Captain Willard, showed that the work of the fiscal year, which improved the channel from Jefferson to Mooringsport, had resulted in an immediate reduction of about 60 per cent in competing railroad rates. During the fiscal year ending June 30, 1890, $2,918.73 was expended in dredging, removing stumps, etc., the Cypress Bayou dredge, as well as the snag boat *Howell*, being employed from December, 1889, to March 6, 1890. The dredge was then again taken back to Shreveport.

On February 9, 1890, a resolution passed Congress calling on the Secretary of War for submission of plans for restoring permanent all-year navigation between Jefferson and Shreveport. The matter was referred to Captain Willard, the officer in charge, who recommended that a survey be ordered for a dam at the head of Soda Lake and for dredging through Soda Lake to Twelvemile Bayou and Red River. This is almost the same plan suggested by Captain Wooten in his last report. Pending the completion of the survey, Captain Willard recommended that snagging and dredging continue, and asked for $15,000 for these purposes.

The act of September 19, 1890 (U. S. Stat. L., vol. 26, 426–465) appropriated $10,000 for the survey recommended above. No appropriation was made for dredging and snagging and no work of this kind was done in the fiscal year ending June 30, 1891. On the survey $9,897.99 was expended and $2,000 asked with which to complete it. In his report of June 30, 1891, Captain Willard, the officer in charge, merely reported progress on the survey and asked for $5,000 for snagging and clearing, in addition to the amount asked for the completion of the survey, using this language:

Even if boats should not run between Jefferson and Shreveport on regular trips, the knowledge that there is a navigable channel for small boats at medium stages will be sufficient to keep railroad freight charges within reasonable limits, and thus benefit the people for whom Jefferson is the market and distributing point. (House Ex. Docs. 1st sess. 52d Cong., 1891–92, vol. 6, 1956.)

This statement exactly fits the situation to-day. During the fiscal year ending June 30, 1892, $96 was expended and the dredge still kept in Red River, despite the reports of the past two years recommending snagging and dredging work.

The rivers and harbors act of July 13, 1892 (U. S. Stat. L., vol. 27, 88–116), contained an appropriation of $5,000 for Cypress Bayou, as a part of the Red River appropriation, to be used for cleaning and dredging, and $2,000 was provided by an independent Cypress Bayou clause for completing the survey.

During the fiscal year ending June 30, 1893, $1,930.34 was expended in completing the survey. Of the $5,000 appropriated July 13, 1892, for cleaning and dredging, not a cent was expended and the Cypress Bayou dredge remained in Red River. The engineer in charge of the survey, H. M. Marshall, submitted his report, which proposed a plan for a dam with waste weir across Soda Lake and a connection with Red River through Cottonwood Bayou by a lock with double gates at an estimated cost of $375,000. In submitting this report, the Chief of Engineers in his report of September 19, 1893, said:

In view of the limited amount of commerce to be benefited, the cost of operating and maintaining, and the fact that the probable life of the improvement can not be estimated, it is doubtful whether the work should be undertaken.

In submitting Captain Marshall's survey and report, Captain Willard, the district officer, said:

Considering the needs of Jefferson alone, I should recommend improving the present bayou channel from Jefferson to the head of Twelvemile Bayou by removing the logs and cypress stumps, widening it by dredging, easing the curves, clearing the banks of the bayou of leaning timber, and marking the channel by clusters of piles, beacons, and buoys.

It will be observed that while lock and dam projects for permanent all-year navigation were never entered upon, projects for dredging, snagging, and cleaning, in order to preserve the six to eight months' navigation which always existed, were always recommended.

During the fiscal year ending June 30, 1894, $1,682.83 was expended in removing stumps, etc., but there was no dredging. The rivers and harbors act of August 17, 1894 (U. S. Stat. L., vol. 28, 338–372), appropriated $10,000 for dredging and removing obstructions and straightening channel between Jefferson, Tex., and Shreveport, La. Captain Willard, the officer in charge, in his report of July 30, 1895, stated that no dredging had been done during the previous fiscal year for the reason that the Cypress Bayou dredge was now illsuited to the work, and that he had some time before recommended the construction of a new dredge; that this new dredge had been authorized to be purchased on June 18, 1895, and that it was the intention to use it on Cypress Bayou as soon as practicable. Thus the rehabilitated dredge, which had been built with Cypress Bayou funds at a cost of nearly $18,000, had been practically worn out in Red River, and Cypress Bayou deprived of by far the larger part of the moneys expended in its construction. Let it be said further that of the $5,000 appropriated July 30, 1892, for Cypress Bayou, the item of $1,682.83 expended in the fiscal year ending June 30, 1894, was the only portion ever used for Cypress Bayou. Thus less than $6,000 of Red River appropriations were used on Cypress Bayou, while two splendid dredges built out of Cypress Bayou funds and intended for Cypress Bayou, costing approximately $38,000, were practically worn out in Red River.

To be specific, the first dredge was completed at a cost of $20,000 of Cypress Bayou funds on January 20, 1879. It was used on Cypress Bayou for five months and taken to Red River in June, 1879, where it was used until 1887, and was by that time practically worn out. In other words, it was used five months in Cypress Bayou and nearly eight years in Red River. Let me here refer again to the fact that during the fiscal years ending June 30, 1881, and June 30, 1882, $1,549.04 and $225.22, respectively, were charged to Cypress Bayou, although no work was done thereon, and that in the fiscal year ending June 30, 1884, $932.31 was expended on Cypress Bayou, with the result that only 149 leaning trees were cut down. The dredge was rebuilt in 1887 at a total cost of about $18,000 of Cypress Bayou money. It was finished on August 15, 1887, and used on the bayou until May, 1888, and later from December, 1889, to March, 1890, or about a year altogether. During the remainder of its life it was used in Red River, and in July, 1895, pronounced unfit for work on Cypress Bayou. Thus it was used about a

year on Cypress Bayou and about eight years on Red River. During the fiscal year ending June 30, 1895, there was no expenditure on the bayou. The dredge ordered for Cypress Bayou on June 18, 1895, came from the Government's Mississippi fleet at Vicksburg and was simply transferred.

The rivers and harbors act of June 3, 1896 (U. S. Stat. L., vol. 29, 202–244), appropriated $5,000 for continuing improvements on Cypress Bayou, Texas. During the fiscal year ending June 30, 1896, only 82 cents was expended on Cypress Bayou. The Chief of Engineers, in his report of September 29, 1896, stated that the 1894 appropriation of $10,000 and the 1895 appropriation of $5,000 had not yet been expended because there was no plant available and the cost of towing a dredge long distances to and from the work rendered the contract inexpedient with the limited amount available, and that as soon as practicable it was intended to transfer the dredge brought from the Mississippi to this work; that no snagging or cleaning of any consequence had been done since 1892 and no dredging since 1888. He did not state what had become of the Cypress Bayou dredge, nor does it figure in any of the subsequent reports. He added that the commerce in the bayou had become insignificant, but "that the maintenance of the water route would act more as a check on freight rates than as a means of transportation." He did not state the real reason for the dwindling of commerce on the bayou, the lack of cleaning and dredging for many years and the consequent accumulation of snags and other obstructions.

During the fiscal year ending June 30, 1897, $619.17 was charged to Cypress Bayou, but not a cent was expended thereon, although on June 24, 1896, Major Willard, the engineer in charge, submitted a definite project for the expenditure of the amounts appropriated in 1895 and 1896 in snagging and cleaning operations, a project which was finally approved by the Chief of Engineers. (H. Docs., vol 5, 55th Cong., 2d sess., 1892.) In his report of July 1, 1897, Major Willard stated that it was still intended to bring over the Mississippi dredge; that it had left Vicksburg on June 25, 1897, and on June 30 was near Colfax, La., on Red River.

During the fiscal year ending June 30, 1898, $3,525.57 was charged to Cypress Bayou, but not a cent expended thereon. The Chief of Engineers in his annual report of September 29, 1898, stated that the Mississippi dredge reached Shreveport July 5, 1897, but during the ensuing twelve months there was no stage of water high enough for the dredge to cross Albany Flats; that with the single exception of the fiscal year 1894–95 this was the first twelve months in the twenty-six years during which there had been gauge readings at Shreveport without a rise sufficient to put the dredge across the flats.

In January, 1898, he says, after a rise had set in and there was reasonable probability of getting the dredge across the flats a small United States snag boat, the *Columbia*, was added to the plant at Shreveport as a tender for the dredge and that since then necessary repairs and alterations of the boats were made and they were not taken over during the rise. Why he waited six months before making necessary repairs and alterations on the dredge does not appear. He repeated what had been said in a former report about the smallness of commerce on the stream and added that its maintenance would mean more as a check on freight rates than as a means of transportation. He attempted no explanation for not taking the dredge to Jefferson in January, 1898, when the rise first appeared, and making the repairs there. The overseer in charge of the dredge and snag boat went over the Cypress Bayou route in a skiff in February, 1898, and said that if the dredge were at Jefferson it could do good work between Jefferson and Mooringsport, or on Cypress Bayou and Caddo Lake. The fact is that if the Cypress Bayou dredge boats of 1879 and 1887 had been kept at Jefferson they could have operated constantly over a greater part of the waterway—over all that part above Albany Flats.

During the fiscal year ending June 30, 1899, $3,577.92 was expended, a party equipped with tools, tackle, and explosives working over the route from August to November, 1899. The dredge was still kept at Shreveport, the Chief of Engineers stating in his annual report of September 28, 1899, that at no time during the preceding two years had the water been sufficiently high for the dredge to cross the flats. Evidently a considerable part of the amount expended during this fiscal year was charged to the maintenance of the dredge at Shreveport. The report of the officer in charge for this fiscal year, Major Willard, stated that the highest reading of the Shreveport gauge was 15.6 feet on January 24, 1899. My own observations, made on a skiff trip from Mooringsport to Shreveport on July 6, 1905, show that there must have been an ample depth at that time to permit the dredge to cross the flats—that is, there must have been a sufficient depth on January 24, 1899, when the Shreveport gauge read 15.6 feet. When I made the above trip, the Shreveport gauge showed 20.7, and there was nearly 7 feet of depth over the shallowest portion of the flats.

During the fiscal year ending June 30, 1900, $843.30 was charged to Cypress Bayou, but not a cent was expended on it, this amount being used for the maintenance of the dredge at Shreveport. The Chief of Engineers stated in his annual report of September 28, 1900, that in the last three years the dredge could at no time get across the flats. During the fiscal year ending June 30, 1901, $885.60 was charged to Cypress Bayou, but no work was done thereon. Evidently this amount was used for maintaining the dredge at Shreveport. The Chief of Engineers stated in his annual report of October 1, 1901, that during the last four years the water had never been sufficiently high for the dredge to be taken across the flats. The district officer, Major Casey, stated that the highest reading of the gauge at Shreveport was 16.4 feet on June 7, 1901. At this time both the district officer and the Chief of Engineers made the remarkable discovery that dredging would be of no use to navigation. If this were so, it was certainly very wrong to charge the bayou with the maintenance of the dredge.

During the fiscal year ending June 30, 1902, $933.10 was charged to Cypress Bayou, but not a cent was expended thereon, this amount being used for the care of the dredge at Shreveport. The district officer stated that at no time during this year could the dredge be taken across the flats, the highest reading of the gauge at Shreveport being 17.6 June 13–18, 1902. During the fiscal year ending June 30, 1903, $1,236.10 was charged to Cypress Bayou, but no work was done thereon, the amount being used for the keep of the dredge. This time the district officer said that it was impracticable to take the dredge to Cypress Bayou and return it to Red River after expending available funds, and added that at but one time in six years could the dredge have crossed the flats. It is certainly remarkable that after twenty-six successive years, in each of which, with one exception, the dredge could have crossed the flats, there should have followed six consecutive years in which, with the exception of one period, it could not do so. Either this Mississippi dredge drew more water than it should have done to work on Cypress Bayou, or the engineers were mistaken when they said that the boat could not be towed across the flats. From my own personal observation and knowledge, I affirm that when the Shreveport gauge is at 15 a boat drawing 2, 2½, and (when there is a head rise also) even 3 feet can cross the flats. During the fiscal year ending June 30, 1904, no work was done nor was anything done during the fiscal years ending June 30, 1905, and June 30, 1906, respectively.

The rivers and harbors act of June 13, 1902, authorized a preliminary examination of the old plan for a dam at Albany Flats and a ditch to Red River. The report was made on December 1, 1902, and was, of course, unfavorable. The construction of levees along Red River had made such a plan utterly impracticable. The rivers and harbors act of March 3, 1905, directed a resurvey, with an examination of the falls at Little Pass. The report was made on December 23, 1905, and outlined a plan by which permanent navigation might be obtained through the erection of a lock and dam at the foot of Caddo Lake and the dredging of a channel thence through Soda Lake to Twelvemile Bayou, the cost being estimated at $525,000. The recommendation was unfavorable on account of the engineer's belief that the commercial returns would not justify the expenditure. Captain Wooten's report showed that during the fiscal year ending June 30, 1905, despite the twelve or fifteen years that had elapsed since any effective snagging and cleaning work had been done on the bayou, two boats engaged in the river trade carried a freight of 5,897 tons, value $32,320. Asst. Engineer W. H. Polk, who did the actual work of the survey ordered by the act of 1905, recommended that the channel be cleared of snags and other obstructions and marked by signs through the stumpy part of Soda Lake.

In endeavoring to show the Board of Engineers for Rivers and Harbors that Captain Wooten's plan should be favorably recommended, Senator CULBERSON and I presented data showing that the tonnage of eleven counties in Texas within a radius of less than 100 miles of Jefferson amounted in the year 1905 to over one billion and a half pounds of freight, and that a reduction of only 10 per cent in the freight rate on this amount would be a saving every year of over twice the amount estimated by Captain Wooten to be the cost of the proposed improvement. We showed that if Jefferson could get the rate from New York to Houston and Beaumont the average saving in less than carload lots would be 65 per cent, and in carload lots 36 per cent. We showed that by adding the Texas commission mileage rates from Jefferson to points in the eleven counties within a radius of less than 100 miles of Jefferson the average saving would

be from 16 to 26 per cent on carload lots and from 30 to 48 per cent on less than carload lots. We presented comparative rates from New York, St. Louis, Kansas City, and New Orleans to Shreveport, La., the eastern terminus of the Jefferson-Shreveport waterway, and a water point, and to Jefferson, which is not now considered a water point, showing a difference of from 50 to 200 per cent on carload lots against Jefferson. In addition we presented an unqualified statement from Hon. O. B. Colquitt, one of the Texas railroad commissioners, to the effect that if navigation could be restored to Jefferson the Texas railroad commission would use Jefferson as a water-basing point and that all north Texas rates would be reduced from 10 to 33⅓ per cent. Commissioner Colquitt placed the saving which would result to north and northeast Texas from the restoration of navigation to Jefferson as easily equaling one-half million dollars per annum. It will perhaps be best to give here Railroad Commissioner Colquitt's exact statement regarding Cypress Bayou navigation:

TEXAS RAILROAD COMMISSION,
Austin, Tex., March 19, 1906.

Hon. MORRIS SHEPPARD, M. C., *Washington, D. C.*

DEAR SIR: Replying to your letter of March 15, beg to advise that the Texas and Pacific Railway, at my request, furnished the following statement showing amount of business done by that line from and to stations from Texarkana to Mineola; also on the year ending December 31, 1906:

From Texarkana to Mineola, inclusive:	
Inbound freight	$358,074.25
Outbound freight	511,287.30
Transcontinental Junction to Paris, inclusive:	
Inbound freight	165,667.40
Outbound freight	176,741.00
Total	1,211,769.95

I assume that with the navigation of Cypress Bayou up to Jefferson that the same rates would apply to Jefferson that now apply to Shreveport, La. Estimating the benefits accordingly, I think that 20 per cent of the freight charges between the points named above would be saved to the shippers, or a sum approximating $250,000 per annum would be saved to the people of that section of Texas. With navigation up to Jefferson I am of the opinion that the traffic passing through that place and on the stations between those named on the Texas and Pacific would increase 20 per cent over the amount given in the figures above.

I have not heard from the auditor of the Cotton Belt road, but think it safe to say that with the navigation of Cypress Bayou up to Jefferson, and with water rates applying to that point, the rates prescribed by the Texas railroad commission would base on Jefferson, and all north Texas rates would be reduced from 10 to 33⅓ per cent on those which now apply. The saving, in my humble judgment, would easily equal one-half million per annum to the freight payers of north and northeast Texas.

I can not urge upon you and the other Representatives in Congress too strongly the need of water competition within our borders.

I had intended making up a statement showing the number of bales of cotton produced in this radius, but the figures which the Texas and Pacific has furnished me include the earnings of that line on cotton shipments as well as other classes of freight.

If there is anything further you think of I can do to assist in securing the appropriation for Cypress Bayou, let me know.

Yours, very truly,

O. B. COLQUITT, *Commissioner.*

Despite this showing the Board of Engineers concurred in the unfavorable conclusion of Captain Wooten with reference to the dam, etc. Thus this lock and dam project was rejected, as have been all former lock and dam projects submitted in connection with this waterway. It appears from the reports of Captain Wooten and the Board of Engineers that the waterway is still navigable from Shreveport to Jefferson during high-water seasons, and that it is navigable during nearly all the year from Jefferson to Mooringsport. The rivers and harbors act of March 3, 1905, besides directing the resurvey, provided that the balance remaining from the appropriations of 1895 and 1896, which had been devoted almost entirely to the maintenance of the dredge at Shreveport, the balance being $3,556.16, should be expended in snagging operations on Cypress Bayou, between Mooringsport and Jefferson. Thus from the rivers and harbors act of June 10, 1872, which appropriated $10,000 for snagging and cleaning operations, to the act of March 3, 1905, the project of snagging, removing obstructions, etc., has been recognized and upheld. The work of expending this balance began in September of this year and has hardly yet been concluded.

On September 17 of this year a large Red River quarter boat, 70 feet long, 16 feet wide, and drawing about a foot, passed over the flats and rapids at one of the lowest water seasons of the year to begin the work between Mooringsport and Jefferson. I was on the boat as it passed over the rapids, commonly known as the "falls," and flats. As this work began since the close of the last fiscal year nothing is said concerning it in the current engineers' reports which apply solely to that year. Although the resurvey was distinctly directed without any relation or reference to this unexpended balance, which was appropriated exclusively for snagging work, the engineers charged the expense of this resurvey to this balance. The cost of the resurvey was $613.05. I accompanied Assistant Engineer Polk when he made the resurvey, camping out in all sorts of weather, and acted as recorder in order to cut down the expense as much as I possibly could by lending my own efforts. I understand that the dredge at Shreveport was sold several years ago. The proceeds, whatever they were, have not been credited to Cypress Bayou.

Since the work between Jefferson and Mooringsport began in September excellent results have appeared. The channel through Caddo Lake has been partially cleared, and Mr. F. L. Mundy, who has a sawmill on the lake about 10 miles above Mooringsport, has already put on a boat and barge and has commenced shipping lumber over this channel to Mooringsport. He expects to ship several millions of feet next year, besides shingles, telephone poles, etc., and if the work is continued and the river cleared to Jefferson he intends to put on another regular boat between Jefferson and Mooringsport. The clearing of the channel between Jefferson and Mooringsport will give Jefferson connection with the Kansas City Southern Railroad, which crosses Caddo Lake at Mooringsport, and it will thus have connection with a competing railroad to the Gulf of Mexico. The town of Atlanta, Tex., about 30 miles above Jefferson on the Texas and Pacific, which also runs through Jefferson, has built a railroad of its own in order to get connection with the Kansas City Southern at Bloomburg, Tex., about 30 miles above Mooringsport, at a cost of over $80,000, and the saving effected on freight rates by this connection with a competing railroad to the Gulf equals every year the original cost of the connecting railroad. As no snagging or clearing work of any consequence has been done on Cypress Bayou in twelve or fifteen years, it is not surprising that there has been an accumulation of snags, timber, obstructions, etc.

By way of summary it may be said that while the various lock and dam projects since the law of March 3, 1873, providing for the construction of dams, which law was never carried out, have been reported unfavorably, still the projects for snagging, dredging, and clearing operations have been recognized and upheld from the act of June 28, 1872, to the recent act of March 3, 1905. The effect of the removal of the raft had fully developed by 1880, and the two railroads which run through Jefferson to-day were in full operation in that year. Yet in 1883, of the 100,000 bales of cotton received at Jefferson, over half were shipped to New Orleans by water, and Jefferson's trade had begun to show an increase. Since the removal of the raft there have been open and closed seasons of navigation, and the condition of the stream to-day is physically what it was in 1880, with the exception of an enormous accumulation of snags. Commerce gradually disappeared from the stream after 1883 on account of the removal of the dredges intended for Cypress Bayou to Red River and the persistent neglect of snagging and dredging operations authorized in various laws. We find that the people of Jefferson had in 1880 expended over $70,000 on the waterway.

Let me add here that when the waterway was sufficiently cleared of obstructions to permit navigation during the open seasons railroad rates immediately would go down. The statement of Captain Willard in his report of June 30, 1891, is applicable to-day:

> Even if boats should not run between Jefferson and Shreveport on regular trips the knowledge that there is a navigable channel for small boats at medium stages will be sufficient to keep railroad freight charges within reasonable limit and thus benefit the people for whom Jefferson is the market and distributing point.

In addition we have the statement of Railroad Commissioner Colquitt to the effect that when navigation is restored Jefferson will be made the water basing point for an immense section of populous and productive territory.

In further review of the entire subject it may be said that not only was the greater part of the work on Cypress Bayou inefficiently done, but also large portions of appropriations specifically made for Cypress Bayou and sums charged to Cypress Bayou work have been diverted to other purposes. The Chief of Engineers in his annual report of October 16, 1880, said, after reviewing the entire work since 1872, on which about $75,000 had been expended and which represents the longest period of continuous work ever done on the bayou, that—

> In many instances the work had been so imperfectly done, leaving projecting stumps, as to make navigation exceedingly dangerous.

In his report of October 15, 1884, the Chief of Engineers stated that the timber had grown up again. In the fiscal years ending 1881, 1882, and 1883 no work had been done, and the only work done in the fiscal year ending June 30, 1884, was one trip of the steamer *Florence*, with the result that only 149 leaning trees were cut down, and this at an expense of nearly $1,000. During the twenty-two years from 1884 to 1906 the only years in which snagging and clearing work of any extent was done

were 1885 (fiscal), 1889, 1890, 1894, and 1899, the amount expended in these five years being less than $11,000. The only dredging from 1884 to 1906 was done in 1887–88 and in 1889–90. During the fiscal year ending June 30, 1881, $1,549.04 was charged to Cypress Bayou, but no work was done thereon. In the following fiscal year $225.22 was similarly charged and no work was done. In the following fiscal year, 1883, no work was done, although $845.78 was charged to Cypress Bayou. Of the $5,000 appropriated July 30, 1892, for Cypress Bayou, the sum of $1,682.83 was expended in the fiscal year of 1894, and was the only portion of this appropriation ever used for Cypress Bayou. There is a just credit, therefore, from this appropriation of $3,317.17 in favor of Cypress Bayou. The dredge which was built at a cost of $20,000 of Cypress Bayou funds on January 20, 1879, was used on Cypress Bayou for but five months and taken to Red River in June, 1879, where it was used until 1887 and practically worn out. This dredge was rebuilt in 1887 at a total cost of $18,000 of Cypress Bayou money.

During 1887–88 and 1889–90 it was used for about twelve months altogether on Cypress Bayou and was then taken to Red River and used until July, 1895, when it was pronounced unfit for work on Cypress Bayou. Certainly of the $38,000 expended for these dredges Cypress Bayou is entitled to a credit of at least $33,000. The rivers and harbors act of August 17, 1894, appropriated $10,000 for dredging and removing obstructions and straightening channel between Jefferson, Tex., and Shreveport, La., and the rivers and harbors act of June 3, 1896, appropriated $5,000 for continuing improvements on Cypress Bayou, Texas. About a year later a project for the expenditure of these appropriations in snagging and cleaning operations was outlined and approved. We have seen that a dredge was brought from Vicksburg to Shreveport in 1897, but that it never entered the Jefferson-Shreveport waterway. The greater part of the appropriations of 1894 and 1896 was used for the maintenance of this dredge at Shreveport and only in 1899 were snagging operations undertaken. The unexpended balance of these appropriations on June 30, 1905, was $3,556.16. Thus $9,443.84 had been expended out of appropriations expressly made for Cypress Bayou, almost all of which was used to maintain the dredge at Shreveport.

The project contemplated snagging as well as dredging operations. Conceding that it was proper to use part of the funds for the reasonable maintenance of the dredge boat for a reasonable time, and conceding that the small party which made a snagging trip over the route in 1899 expended $3,000, Cypress Bayou is certainly entitled to a credit of at least $2,500 from these appropriations made originally for its exclusive benefit. If the dredge boat could have been gotten across the flats, which I assert could have been done during almost any year from 1897 to 1905, Cypress Bayou is entitled to reimbursement in a much larger sum. Finally, I submit that it was an injustice to take the cost of the last resurvey, which was $613.05, out of the amount of the unexpended balance appropriated for snagging work by the act of 1905. I submit altogether that Cypress Bayou is entitled to a credit on account on these items of over $42,000.

In view of the fact that the little work done since September had already shown the beginnings of a revival of commerce and in view of the facts and arguments herein submitted, I requested an appropriation of $20,000 for the continuing improvement of Cypress Bayou through snagging, cleaning, removing obstructions, etc., and that an examination be directed as to the advisability of constructing a dam at the foot of Caddo Lake. I asked for this appropriation in pursuance of a project which had been recommended and upheld since the Government first took notice of the stream and which was recognized through the appropriation of the unexpended balance in the act of 1905. It will be observed that I requested less than half of the amount heretofore appropriated for Cypress Bayou but diverted to other purposes. I feel the deepest and most consuming interest in Cypress Bayou, and I asked only a small part of what I deemed to be the merest justice.

My predecessors, Representatives John C. Connor, W. P. McLean, David B. Culberson, John W. Cranford, and John L. Sheppard, my father, were all profoundly concerned with this question, and the last public act of my father, on the day before he was fatally stricken, was a long interview with Congressman BURTON, the distinguished chairman of the Rivers and Harbors Committee, during which interview he pressed the many arguments in behalf of Cypress Bayou with the most intense earnestness. Since the beginning of my service I have devoted more time and study to this proposition than to any other, having personally inspected every foot of the waterway from Shreveport to Jefferson. I am confident that the resumption of snagging and cleaning operations will lead to a restoration of navigation for a large part of each year and that this navigation will have a favorable effect on railroad rates, as was so notably the case from 1880 to 1885, long after the removal of the raft and the arrival of the railroads and when conditions were practically what they are to-day. The present rivers and harbors bill carries an appropriation of $10,000 for Cypress Bayou and directs an examination as to the advisability of constructing a dam at the foot of Caddo Lake.

Before leaving Cypress Bayou let me say that the great iron-ore fields of northeast Texas find in Jefferson a logical point of conversion and transshipment. Large furnaces are already in operation at Jefferson, and pig iron of the finest quality has been turned out. It is stated by a geological expert of the United States Government, who recently examined these ore fields, that this ore would make as fine a grade of plowshares and car wheels as could be found anywhere.

SULPHUR RIVER.

Sulphur River traverses a large, productive, and rapidly developing territory, which is to-day without anything like adequate transportation facilities.

The country tributary to this river has undergone a great change within the last few years, its development and importance having increased at a marvelously rapid rate. The immigration to the section of country through which this river runs has been unparalleled in its history, the population at this time being estimated as practically one-third greater than it was three years ago. A part of this immigration may be rightly attributed to the fact that many of the larger landowners have cut their holdings into small tracts and disposed of them to the newcomers for potato, afalfa, corn, cotton, cabbage, and general farming lands. Many of the larger holdings included vast areas of timber lands—especially is this true of the south side of the river—and these have been and are rapidly being cleared. The fame of the Sulphur River bottom lands has spread so rapidly that lands which could have been bought five years ago for $1 an acre, having since been cleared and improved, are now being sold at from $20 to $40 an acre. This land is adapted to practically any farm product grown, being extremely rich and loamy. There are few if any sections in this country that can boast of more fertile lands.

Atlanta, Queen City, Bloomburg, and other towns would receive great and direct benefit from the navigation of this river. The citizens of Atlanta own and operate a railroad, which does not owe a dollar and which has money to its credit in the banks, to a point—Bloomburg—within a few miles of the river. All merchandise which now comes to Atlanta from Shreveport and New Orleans—and practically all the staple groceries and feedstuffs come from those points—is delivered at Bloomburg by the Kansas City Southern Railway, thence hauled to Atlanta by the citizens' railway. This railroad has been the means of saving the citizens thousands of dollars in freight charges, and with Sulphur River made navigable and this railroad extended to some point thereon, as has already been decided on in case of navigation, this saving in freight would be marvelously increased and the entire population benefited thereby. The president of this railroad told me in person that it cost at present $3 or more per bale to haul cotton to Shreveport by rail from Atlanta. At Atlanta alone there are 12,000 bales or more marketed every year, and with Sulphur River navigation this cotton could be transported profitably by boat to Shreveport or New Orleans for $1 per bale. This, however, would not be the extent of the river's cotton business, for navigation would undoubtedly soon be the cause of a compress being built at Atlanta or some neighboring point, which at a low estimate would bring at least 30,000 additional bales for shipment, to say nothing of what might originate in Texarkana or in the Sulphur River Valley westward from these two points. I glean from the official report of the Census Bureau the cotton yield of the counties composing the Sulphur River Valley, as follows:

County.	Year.	Bales.
Miller, Ark	1904–5	10,625
Bowie	1904–5	21,647
Cass	1904–5	23,394
Delta	1904–5	29,761
Franklin	1904–5	9,939
Hopkins	1904–5	40,144
Lamar	1904–5	66,644
Morris	1904–5	9,315
Red River	1904–5	37,394
Titus	1904–5	15,316
Total		264,179

I think that a conservative estimate of the river's cotton business each season would be about 270,000 bales, making an

estimated saving of over $500,000. I do not attempt to make any estimate of cotton that might originate outside of the valley and find its way to New Orleans via this waterway.

I candidly believe, however, that the cotton business would constitute only a small part of the total tonnage. While hundreds of acres of land tributary to this river have been cleared, there yet remain thousands of acres of as fine timber as there is to be found anywhere. This is particularly true of the north side of the river. The timber is white oak, pine, gum, and hickory, the former as fine a stave and barrel wood as there is in the world. There are numerous barrel and stave factories in New Orleans and Shreveport which could use any quantity of this timber. It is of especial value, and being situated right on the banks of the river it could be delivered at these factories at a nominal figure. There is practically no end to the quantity, and its quality is such as to make it a profitable market product. There is abundant tie timber in this region also, and navigation would furnish a cheap and convenient mode of transportation to the several railroads crossing the stream. The tie business has always been an extensive one in the Sulphur River bottoms, but not nearly so profitable as it would be were there any means by which the railroads could be conveniently and cheaply reached.

A further and most important argument in favor of this project is the greatly increased acreage in potatoes, cabbage, hay, and other feedstuffs in the territory tributary to this river. Shreveport is and has long been the accepted distributing point for the Atlanta section for products of this kind, and with cheap water rates to that point the saving in this line alone would amount to an enormous figure each season. Mr. F. M. Greene, of Atlanta, who has a plantation situated directly on Sulphur River, comprising 8,614 acres, states that of the several hundred acres which he has planted in potatoes he confidently expects a yield of from 200 to 300 bushels to the acre. Potatoes are worth on an average $1 per bushel in this section, and he says with cheap water rates to Shreveport that, in the course of probably three years, the average yield for the country immediately tributary to the river will amount practically to 250,000 bushels a season. As there are spring and fall crops, between 400,000 and 500,000 bushels will be marketed every year. The present rate on potatoes from Atlanta to Shreveport is 23 cents per 100 pounds, and the transportation of this crop alone, even as low as 10 cents per 100 pounds by water—a rate lower than any railroad could possibly make—would be profitable, in the opinion of Mr. Greene, who has had extensive experience in transportation matters. The acreage in cabbage is being rapidly multiplied throughout this section, as can be said of alfalfa and onions, all of which are as profitable as that of potatoes and for which there is always a ready market. The aggregate of these crops will amount in tonnage to probably more than the potato crop.

In addition to these unquestioned contributing agencies there is, beyond a doubt, just opening up an industry on Sulphur River which will rival in importance any of those which have already been enumerated. There lie on and near the banks of Sulphur River, a short distance above the Texas and Pacific Railroad bridge, extensive beds of lignite coal. A company has already been organized to manufacture briquettes, and when their plans are completed Sulphur River will furnish the means of cheap transportation for their products to the iron furnaces at Jefferson, in case Cypress Bayou is again made navigable. If not, however, these products could be transported to Shreveport, for the use of manufacturing concerns, on coal barges and would undoubtedly bring immense revenue, as the fuel problem has always been one of seriousness in this section. A preliminary survey by the United States Geological Survey has already demonstrated the fact that iron ore abounds along Sulphur River in extensive quantity. An official of the Department told me in person that the lack of cheap and convenient means of transportation is the chief cause of the undevelopment of this valued asset. If Sulphur River were made navigable, and it only requires a small amount of dredging and snagging to be made so, it would undoubtedly mean the development of resources which are necessary to the advancement of manufacturing industries in east Texas. There is being projected, and there is every reason to believe it will be built, a railroad direct from the coal fields of the Indian Territory, which will cross Sulphur River some distance above the Cotton Belt bridge, and when this shall have been done it will practically solve the problem of fuel for the lower Sulphur River section, even should the supply of lignite briquettes prove inadequate. Even if this railroad should not be built the coal of the Indian Territory and Oklahoma can be transported down Red River to the mouth of Sulphur and thence up Sulphur. Thus the opening of Sulphur will give a water route from the coal fields of the Indian Territory to the ore regions of Sulphur. This will bring about the development of resources which would cause the greatest commercial activity this section has ever known. I wish to lay especial emphasis on this phase of the commercial possibilities of navigation on Sulphur River.

As to the physical practicability of the navigation of this river, there is not and has never been any doubt. Steamboats at one time plied this river between a point known as "Knights Bluff" and New Orleans, carrying large cargoes of cotton, and on return trips bringing supplies for the farmers living along the river. There are numbers of persons still living in Cass County, whom I know personally, and who saw these boats and made trips to and from New Orleans on them. This was in 1858, 1859, and 1860, and had any funds been expended in the betterment of the river, so I am told by river men competent to judge, this traffic would have continued and would have increased steadily in volume. But the river has been permitted to deteriorate and gradually to fill with large snags and other obstructions. I had a talk with Capt. D. W. Ray, who, some ten or twelve years ago, piloted a boat of 100 tons burden on regular trips from a point 70 miles above Sulphur Station to that station, where was located an immense lumber mill. Captain Ray is thoroughly familiar with Sulphur River, having lived near its banks for many years. He has seen boats plying the river on numerous occasions, and tells of the regular trips of the *Buchanan* and *McDougall* from points on Red River to points on Sulphur River. He remembers distinctly the landing of boats at Haggartys Landing, 20 miles above the Texas and Pacific bridge on Sulphur River, with cargoes of merchandise from New Orleans, and taking on for the return trip cargoes of cotton. He is enthusiastic over the benefits to be derived from the navigation of this stream and he is confident that it can be accomplished at a comparatively small cost.

I would not consider this statement complete without some reference to Sulphur River's excellent banks and sound, hard river bed. Its banks are high and exceptionally firm, the river never having been known to change its course. Its bed is of fine gravel and hard mud, having no sand to form bars and catch drifts.

As to the prospect of steamboat service on the river, in case it should be made navigable, I have to say that Mr. F. M. Greene, president of the Atlanta and Bloomburg Railway, has already expressed his intention of placing in commission a boat or boats to operate between New Orleans or Shreveport and a point opposite Douglassville or Sulphur Station. Mr. Greene, a wealthy and progressive citizen of Atlanta, states that the products of his farm, to which I have previously referred, will alone justify him in putting on the boats, to say nothing of other business.

The benefit to be derived from the navigation of this river in the counties through which it runs would not fall exclusively to any man or set of men, however, but would be beneficial to the entire citizenship of both sides of the river. While the citizens of Atlanta and Texarkana seem more directly interested than those of any other city, Douglassville is so situated as to render navigation practically a necessity so far as its merchandise and produce shipments are concerned. Douglassville is situated only 3 miles from the river and is without railroad facilities. The country intervening between it and the river is opened up and is in constant cultivation. There is an absolute necessity for some character of shipping facilities for this town and section, and Sulphur River is the natural agency. While these and other towns in this section are in a direct line for benefit, the navigation of the river would bring a commercial awakening to this entire section of the State. As will be seen from a glance at the map, the great and fertile section immediately tributary to Sulphur is almost entirely without railway facilities; consequently Sulphur River would serve as a great highway for an extensive territory.

In conversation with men who are in the fish business on the river, I find that this industry has grown to considerable proportions. The industry brings a revenue of from $40,000 to $50,000 yearly to those engaged in it and is taking on renewed growth each year.

The rivers and harbors act of March 3, 1905, ordered an examination of Sulphur River. The result of that examination is to the effect that the river can be made navigable at a cost of only $36,000 for a distance of 150 miles at such times as boats can enter it from Red River and that the river is worthy of improvement. (See House Doc. No. 870, 59th Cong., 1st sess.) Boats can enter Sulphur River from Red River practically throughout the year; certainly for at least ten months in every year. There will soon be two snag boats in operation in Red River above Shreveport, and one of these might be easily utilized. But, I submit, the most effective work can be done on Sulphur, so thick are the snags in many places, through the construction of one or more quarter boats, costing from $1,200 to $1,500. In view of the fact that at a cost of $36,000 a large and productive area in Arkansas and Texas will be given for

the first time transportation facilities through the improvement of the stream in accordance with the recent report and estimate of the engineers, the Committee on Rivers and Harbors has in the present bill appropriated said amount for the purposes stated.

RED RIVER.

With proper care and improvement I believe most firmly that Red River will ultimately become one of the great rivers of the world and that it will become to the Southwest what the Mississippi and the Great Lakes highway are to their tributary sections. Red River is 1,200 miles long—400 miles longer than the Rhine, 300 miles longer than the Ohio, more than twice as long as the Seine and the Thames, a third as long as the Amazon, the Nile, and the Mississippi proper, and more than a fourth as long as the Mississippi and Missouri combined. In width and volume the comparison holds in corresponding degree. Its basin comprises almost 100,000 square miles and its tributary territory includes an additional 100,000 square miles. This section of 200,000 square miles is unsurpassed on either hemisphere for productiveness of soil and diversity of commodities. It is about equal to France in size and will produce a wider range of commodities than that great nation. It is easily capable of producing the present cotton and corn crops of the earth. It produces every fruit and grain and plant known to the temperate zone, and it is the statement of Atkinson, the famous statistician, that on one-twentieth of this area may be produced all the wheat that Great Britain now purchases from the United States.

Unlimited coal fields are on the Oklahoma side; vast deposits of iron ore are in the northern and eastern parts of the Texas side; oil and gas are being discovered in the Louisiana section. It is a safe assertion that over a million and a half bales of cotton are now produced in this territory and that it has a population of over a million people. It contains practically all of northeastern Louisiana, southwestern Arkansas, and large sections of the Indian Territory, Oklahoma, and Texas. The improvement of Red River and its tributaries, notably the Cypress and the Sulphur, will vastly increase the wealth, the population, and the general importance of the entire Red River area. It has been shown that six of the Texas counties bordering on upper Red River—Bowie, Red River, Lamar, Fannin, Grayson, and Cooke—comprising 6,000 square miles and being by no means entirely developed, have an annual farm tonnage of 36,000,000, an amount exceeded by few similar areas in the world. The Red River basin has a rainfall of only 5 per cent less than that of the entire Mississippi basin and the basins of all its other tributaries combined.

The section traversed by upper Red River is oppressed to-day by the highest railroad rates in the Union, outside of the Rocky Mountain region. To illustrate the economic disadvantage of the high rates under which this section labors, and the saving which would be effected by water rates, I need but say that in Texas the railway rate on grain for an average haul of 300 miles is 9½ cents per bushel, while the water rate from the ports on the Great Lakes to New York, an average haul of 1,200 miles, is 4½ cents per bushel, and from St. Louis to New Orleans, a distance of over 1,200 miles, 4¼ cents per bushel. The railway rate on cotton per bale for an average haul of 165 miles from Houston, Tex., is practically $3, while the water rate from Memphis to New Orleans, a distance of 713 miles by water, is 80 cents per bale, and from New Orleans to Cincinnati, 1,600 miles, $1 per bale. The longest haul of cotton on Red River and the Mississippi to New Orleans would not exceed 1,200 miles, while by far the greater amount of cotton and all other produce along Red River would be subjected to a haul decreasing from that distance to but little more than 200 miles. The mouth of Red River in the Mississippi is about 200 miles from New Orleans by water.

The removal of the snags which have accumulated for decades in the channel of this river, especially the upper section; the clearing of timber from its banks, which are soft and alluvial and show quite a tendency to cave and break; the erection of training walls at proper intervals, and such other measures as the genius of the engineers may suggest, will concentrate its waters and make its navigation safe and permanent. On account of its peculiar physical characteristics the work of the Government must be continuous. And this brings me to the important point that the work under the appropriation of $100,000 for upper Red River by the last rivers and harbors bill, in which the upper section received its first substantial recognition, should under no circumstances be permitted to lag. About $50,000 of this initial appropriation has been expended in actual snagging and cleaning work by means of quarter boats with excellent results. The remainder of the appropriation has been devoted to the construction, care, and continued maintenance of a snag boat, which can only operate, of course, when the river is at certain mediate stages.

Quarter-boat work is the most effective, because the crews continue to work at all stages, and the snagging and clearing work of the quarter-boat crews should never stop. They have made a splendid start, and it would be a practical repudiation of the project for the Government to pause in the midst of this snagging and clearing work. If the work is not continued on the scale on which it was begun, the results already obtained will soon be neutralized and nullified and the moneys already expended rendered a practical waste. All the engineers' reports on Red River establish the fact that any work on this stream to be effective must necessarily be continuous. Snags have been accumulating in the upper section for decades, and unless the work of removing them is pressed most vigorously new accumulations are impossible of prevention. And this condition will exist until the entire upper section has been cleared completely of the accumulations of decades. When snagging work stops, the old snags that have not been reached serve as bases for new obstructions.

While the work done under the last appropriation has made navigation on certain stretches less dangerous, it has by no means made navigation safe for the section above Fulton. Nor do the engineers claim that this has been done. The secretary of the Board of Trade of Paris, Tex., the county seat of Lamar County, one of the largest counties bordering on Red River, writes me that a movement is on foot to form a navigation company for operation on the river as soon as it is put in shape by the Government. He adds:

> There is no question but that Red River will be used extensively if the Government will only put it in such shape that it will be practicable to use good boats on it; but until there is more money spent on it the people do not feel disposed to invest in this navigation.

Already, however, there has been an actual resumption of commerce on upper Red River. During the past year Mr. G. W. Young has put on two boats, which have operated between Arthur City and the mouth of the Kiamichi. A lumber company at Sawyer, on the Kiamichi, has had two boats plying on upper Red River for the purpose of bringing lumber to the mill at Sawyer.

The Ames Shovel and Tool Company, of Paris, Tex., has sent an agent to New Orleans to purchase two good boats to be used on Red River, and they intend also to build a lot of barges. Boats have also been in operation during the past year from Fulton for a distance of 40 or 50 miles upstream. A bona fide effort is being made to follow up the work of the Government with actual navigation, and when once the river has been put in permanently navigable shape I am certain that the results will be of the most satisfactory nature.

Upper Red River offers the new State of Oklahoma practically the only water outlet for its immense and varied tonnage. Realizing this, the Oklahoma constitutional convention recently adopted a resolution, by unanimous vote, praying Congress to complete the improvement of upper Red River. The five Representatives in Congress whose districts border on upper Red River, namely, McGUIRE of Oklahoma, STEPHENS, RANDELL, and SHEPPARD of Texas, and WALLACE of Arkansas, have all introduced bills calling for a liberal appropriation. Undoubtedly there is no project in the United States of sounder merit and more beneficent possibilities, and in recognition of this fact the present bill carries an appropriation of $100,000 for continued work on upper Red River.

Mr. FRENCH. Mr. Chairman, the limited time at my disposal will not permit me to make more than a passing observation upon a section of country and its need of water communication with the markets of the world. The great inland empire of northern Idaho, eastern Washington, and eastern Oregon comprises an area larger than the combined area of the New England States. It has been talked of as a land of promise, and the natural waterway which God gave that region has been mentioned for years for its varied and magnificent scenic beauty. Nor are we of the Northwest insensible to this homage. It is all that has been said for it and it is more. The tremendous development that has gone on within the last ten years and the almost unparalleled increase in population serve but to emphasize the fact that the land of promise has become the land of realization, and that the rivers of beauty will not serve their purpose by remaining longer the mere models for the artists to copy and therewith adorn railroad pamphlets, waiting rooms of depots, and the guide-books of the Northwest. The time has come when more than ever we demand that the Columbia River, the Snake River, and their tributaries shall be made to serve the useful purpose of arteries of trade.

We talk of the regulation of railroad rates. We place laws upon our statute books for the equalization of the charges made. We accomplish splendid results through the vigilance of our Interstate Commerce Commission; but, sirs, that which, in my judgment, would avail more than all the laws we could pass and all the commissions we could appoint for the regulation

of railway rates would be the adopting of a broad, comprehensive system for the development of the waterways of our land and the speedy execution of that policy.

Look our country over and it will be apparent that rates upon our railways are lower over those lines where water transportation furnishes a competitor. It matters not whether the freight is hauled in the slow-moving barge drawn by the weary mule or whether it is carried in the steamer of 2 or 4 or 10 foot draft, it is the same. Water competition drives down the rate. The reason why freight between Chicago and New York is hauled at one-fourth or one-seventh the price that is charged for carrying the products of the producers of northern Idaho a relative distance is because the Great Lakes, the Erie Canal, and the Hudson River furnish a means of water transportation. The reason why the railroads that serve Idaho charge two to five times as much for like freight service as do the lines paralleling the great waterway of the Middle States is because we have no other alternative than to pay the price that is asked for handling our freight. It will not do to say that we must pay more because the business is small and the railroads must charge an additional rate to insure fair profit on the capital invested. This will not do, because the business of the railroads of the Northwest at this moment is congested. They have more than they can do. Their rolling stock is on the move. They, in fact have a dearth of cars. The railroads can not supply the needed cars to furnish coal or deliver wood. They have not been able to handle our grain or our lumber. They have not been able to keep up with the output of our mines and deliver the ore to the smelter. A recent message tells me that one of the largest mines in my State has been closed down temporarily because it can not ship its ore. Yet for this service, sirs, these same railroads charge prices that are plainly out of all proportion to the work performed.

The greatest work that up to the present has been done toward the navigation of either the Columbia or Snake rivers was the construction of the canal and locks at the Cascades. The effect of this improvement was so striking that I shall give you the charges made by the railroads for handling our freight before and after the project was completed. The figures appear in a memorial addressed to this Congress by the legislature of the State of Washington and applied to rates between Portland and The Dalles:

Articles.	Before.	After.
Salt	$5.20	$1.50
Sugar	6.20	2.00
Canned goods	6.20	2.00
Nails	6.20	2.00
Grain	2.70	1.50

The result, in fact, was marvelous.

Now, let me give you another illustration of the effect of water competition even in the Northwest. For years something has been done from time to time on the Columbia River and on the Snake River. Stretches upon both these rivers for many miles have been navigable for many years. Yet so long as a river or river system is not navigable its entire length the fact that it is navigable in parts avails little.

Only a few years ago public-spirited citizens evolved the idea of constructing a portage railway around the Celilo Rapids in the Columbia River between the States of Oregon and Washington. The legislature of Oregon appropriated $190,000 for this purpose. It was not sufficient, and some $40,000 additional was added in 1905, and, I may say, added by private subscription. It was the object of the portage railway to handle the freight of river craft between the stretch of navigable water above the falls and the waters below. The railway was completed and for two seasons has handled a portion of the trade, with this marked result:

In the first place, it successfully did much business itself, although working under the great disadvantage of being required to handle its freight above the Portage Railway and again below it—two handlings that should be removed.

In the second place, it did what laws or commissions had not done: It scaled down the charges of the railroads between the points tributary to the river and the city of Portland. In line with this statement, I desire to include in my remarks a statement prepared by Mr. Frank J. Smith, superintendent of the Open River Transportation Company, and addressed to the company's president and board of directors:

PORTLAND, OREG., *December 31, 1906.*

The president and board of directors of the Open River Transportation Company.

GENTLEMEN: In reply to your request for a statement of results obtained by the opening of the upper Columbia River through the construction of the Portage Railway and the operation of boats on the river, I herewith submit the following report for your consideration:

RIVER RATES AND GENERAL BENEFITS.

During the present season of the fall of 1906 the Open River Transportation Company handled considerable grain at a rate ranging from 30 to 40 cents per ton less than rates in effect on rail line.

Merchandise was transported to river towns and also to interior points that were reached by wagon haul. The consignees at river points received their shipments at a saving of from 30 to 50 per cent below rail rates to the same point. Interior towns have used the water haul for over 250 miles and hauled by team 20 miles inland at a saving over rail rates.

The farmer and merchant on the banks of the river have received large benefits. It has enabled them to not only market their produce locally, but to procure supplies promptly and at reasonable prices. Unused land that has been in pasturage for years is now being farmed since the boats have given the purchaser means of transportation. A number of new towns has been started along the banks of the river at points where wagon roads reach out to the farm lands of the interior. Old towns that have retrograded since the early steamboat days have been inspired with a new lease of life.

ELECTRIC LINES.

Electric lines from the interior reaching to the Columbia and Snake rivers have been organized, and in many cases much of the right of way has been freely given.

The open river movement has been directly responsible for these projects. The names and locations of roads are as follows:

Spokane Inland Railway, from Spokane to the Snake River.

Walla Walla and Columbia Electric Railway, from Dayton to Wallula, on the Columbia.

Bickelton and Northern Railway, from a point near Mount Adams to Alderdale, on the Columbia.

The Columbia and Northern Railway has surveyed a line from Hardman, through Gilliam and Morrow counties, to Blalock and some right of way secured.

A line has also been surveyed from Prosser, on the Yakima River, through the noted Horse Heaven wheat belt, reaching the Columbia at Patterson, opposite Irrigon.

RAIL RATES REDUCTIONS.

After the Portage Railway was built and just before steamers were placed in operation, a reduction of 40 cents per ton was made on wheat from Arlington. Wheat was secured from Washington points by rail line, despite the fact that the river tariff was 25 cents per ton less than that published by rail, and a crossing charge of 50 cents per ton. In other words, a 75-cent per ton differential was met.

Condon, 45 miles in the interior, on the Arlington-Condon branch, took up the matter of shipping by river to Arlington and by the use of teams secure their shipments at a lesser rate. Following a visit of a representative of the river line to that city in April of this year a reduction was made by the rail line of from $1 to $3 per ton.

During the present year grain that was promised from some sections failed to appear on the river bank, and after a careful investigation of the case it was found that the farmer received benefits from the opening of the river in the way of price from buyers and accommodations from competing lines that prior to the operation of the river boats he was unable to secure.

At all landings wheat has brought a higher price per bushel than at points the same distance from market that had no river competition.

OREGON RAILROAD AND NAVIGATION TARIFF EFFECTIVE JANUARY 1, 1907.

That the river line has proven a factor which can not be overlooked by the rail lines in making rates is indisputably shown by the new tariff issued by the Oregon Railroad and Navigation Company, effective January 1, 1907, in which sweeping reductions have been made. To show the sweeping nature of the reductions, I have prepared the following table showing the reductions at prominent points reached by steamer and to inland points where electric communication is contemplated:

Classes reduced, per ton.

Miles.	Station.	1.	2.	3.	4.	5.	A.	B.	C.	D.	E.	Horses, per car.
100	Celilo	$0.60	$0.40	$0.60	$0.40	.....	$1.40	$0.40	.....	$0.20	$0.60	$5.20
126	Quinton	.80	1.20	1.60	1.40	$0.60	2.20	1.40	$0.20	.40	.60	4.70
133	Blalock	.60	1.60	2.00	2.00	2.20	2.00	1.60	.....	.20	.40	3.80
141	Arlington	.....	2.00	3.20	1.80	1.80	1.80	1.80	.20	.60	.40	1.80
179	Irrigon	.40	3.20	2.40	2.00	2.20	1.40	1.60	.20	.40	.....	10.10
186	Umatilla	1.00	3.20	2.00	1.80	2.20	1.20	1.40	.....	.40	.....	8.10
213	Wallula	2.60	2.80	1.40	1.40	1.80	.80	1.20	.60	.20	.20	11.00
230	Pendleton	1.40	1.80	.60	.60	1.20	.20	.80	.40	.20	.20	.10
244	Walla Walla	1.00	1.60	.40	.80	1.40	.....	.....	.....	.....	.....	12.00
272	Waitsburg	1.20	2.00	1.00	.80	.40	.....	.40	.....	.....	.....	6.00

No changes of any moment have been made in rates to Snake River points, a territory that as yet has not been invaded to any material extent by steamer lines.

Excess of rail rates over steamer rates, per ton.

Station.	1.	2.	3.	4.	5.	Salt.
Celilo	$0.80	$0.60	$0.90	$0.70	$0.70	$0.20
Rufus	1.90	1.80	1.00	1.10	1.10	.30
Blalock	3.40	1.40	1.80	2.40	1.80	1.90
Arlington	4.00	2.00	2.20	2.80	1.80	2.20
Heppner Junction	4.00	2.00	1.00	2.60	1.60	1.90
Castle Rock	5.00	2.60	1.60	3.00	2.00	2.50
Coyote	5.60	3.00	2.00	3.40	2.40	2.90
Irrigon	6.60	3.80	2.60	4.00	2.80	3.30
Umatilla	7.00	4.20	3.00	4.20	3.00	3.50
Wallula	7.40	5.20	4.60	4.60	4.20	3.50
Hovera	7.40	5.20	4.60	4.60	4.20	3.50
Kennewick	5.40	3.20	2.60	2.60	2.20	1.40
Riparia	8.00	6.00	5.60	4.00	2.00	1.20
Lewiston	8.00	7.00	6.00	5.00	3.00	1.20

a Plus ferriage and wagon haul, 5 miles.

Further reductions must be made by the rail line in order to meet river rates, which are still below the rail rates as reduced.

It must be apparent to the most casual observer that the Portage Railway is responsible for the reduction made and that the State is amply repaid for its investment, and its continued maintenance and extension abundantly justified.

Moreover, it will be observed that the reductions made by the Oregon Railroad and Navigation Company only apply to points affected by competition with the steamers of the Open River Transportation Company, made possible by the use of the Portage Railway. The charges made beyond river points show how far-reaching the benefits resulting from water competition extend.

GRAIN RATES.

But few changes have been made as yet by rail lines on grain, but the rate will undoubtedly be reduced, as the river rate is much lower, and will sooner or later have to be met. Although handicapped by operating a through line, over a portion of which we had no control, the high price of fuel, and other disadvantages, the Open River Transportation Company has proven not only a rate factor, but that the Columbia River is a navigable stream.

With a relatively small expenditure compared with the benefits which would result therefrom, the Columbia and Snake Rivers could be safely navigable for steamers of large capacity the entire year from Celilo to Priest Rapids and to Lewiston. It is quite probable the legislature of Washington will aid in this work to the extent of $350,000 the approaching session.

The extension of the Portage Railway to The Dalles will be of inestimable benefit in both lowering rates and expediting handling the traffic.

FRANK J. SMITH, *Superintendent.*

I shall make another comparison to emphasize the necessity of water transportation and shall avail myself of figures furnished in the memorial addressed to this Congress to which I recently referred. After the Cascade Canal and locks were completed, The Dalles had splendid water communication with Portland and the lower Columbia. The Celilo Falls being just above The Dalles, the vast territory above, including the Lewiston country and the Walla Walla country, were denied this advantage. The Portage Railway has caused a recent modification of the freight tariff touching the immediate stretch of country above Celilo tributary to the Columbia River, which I have already pointed out. Before this modification, however, the difference in freight charges made may be gathered from the following table:

Rates per ton in carload lots.

	Miles.	Salt.	Sugar.	Canned goods.	Grain.
Portland to The Dalles, water competition	88	$1.50	$2.00	$2.00	$1.50
Portland to Umatilla, without water competition	187	7.50	10.20	10.20	3.00

Could any figures be more remarkable and striking to illustrate the outrage in freight rates perpetrated upon the people of the inland empire than those I have here shown you?

The only remedy for this injustice is the improvement of our waterway from the mouth of the Columbia to Lewiston, Idaho, and to the upper Columbia, in the State of Washington. Later improvements will follow, but this is our imperative need.

We want the Celilo project completed, and it will require a little more than $3,500,000, according to the engineer's report, to do that work. We then want obstructions in the upper Columbia River and the Snake River removed. We want water communication established between the heart of the great inland empire to the Pacific Ocean, and results more striking than those disclosed by the completion of the Portage Railway at Celilo must surely follow. This inland empire is distant from our nearest coast market from 200 to 700 miles. To haul our grain to this market the railroads charge us something like 14 cents per bushel, or from 4 to 5 cents per bushel per 100 miles. On the Mississippi River, between St. Louis and New Orleans, the rate per bushel per 100 miles is a little less than 1 cent. In other words, we are compelled to pay from three to four times as much for freight as we would need to pay could we have water transportation. And think what a saving this would mean to the producers of the inland empire. We ship to coast points about 40,000,000 bushels of wheat every year. Could we save on this shipment 10 cents per bushel every year we could still be paying rates higher than those paid for like shipments upon the Mississippi River, yet it would equal a sum greater than that required to complete this waterway. Could we save but half that, or 5 cents per bushel, our farmers would be better off to the extent of $2,000,000 every year. Could we save a proportionate amount on all our other products and on the freight that is brought from the coast points for home consumption, the benefit would be almost as great again. Now, let me give you a brief idea of the wealth and productiveness of the country for which I speak.

The area of tillable land within the counties within close proximity to the rivers is 10,000,000 acres, of which nearly 5,000,000 acres are being cultivated, and vastly more would be were freight rates lower. During the last ten or fifteen years this region has produced from 35,000,000 to 60,000,000 bushels of grain annually, about nine-tenths of which was wheat and one-tenth oats, barley, rye, and other grains. The same counties have produced annually for years almost 100,000 horses and cattle and about one-half million head of sheep and hogs. They produce annually for shipment about $3,000,000 to $3,500,000 worth of fruits and vegetables, about $3,000,000 worth of hay, and $7,000,000 worth of dairy products. They have produced some $2,000,000 worth of wool and hides annually for years, and immense wealth of minerals. The Coeur d'Alene mines alone last year produced about $25,000,000 worth of ore. Vast copper mines await better transportation facilities and are contiguous to the Snake River between Lewiston and Pittsburg Landing. It is estimated that the white pine in northern Idaho alone would scale 2,700,000,000 feet, and it covers 270,000 acres of land. It is said by lumbermen to be the finest body of white pine in the United States to-day. In eastern Oregon there is a vast forest of yellow pine, which, it is estimated, would scale 2,500,000,000 feet, and which covers 250,000 acres. Tributary to these rivers, in Idaho, Oregon, and Washington, are other tracts of valuable timber awaiting the means to reach the markets of the world.

The population of this region is to-day not far from 600,000 people and the wealth $1,000,000,000. And so I could continue, but I do not have the time.

I do not urge a policy that is selfish. In contending for greater relief for the Northwest I do not forget the other sections of our country. I believe in a policy that will be broad and general and that will include every section. I have called especial attention to this policy as applied to a limited area because this is my home and I am familiar with it. I have referred to it not only to urge the needs of those I represent, but also for an illustration of what water communication and the development of our waterways would do for our whole country.

You say that a policy that I urge would be an expensive policy. In a sense, yes; but not so expensive as to continue under the policy of the past. I have shown that the people would be saved much of the outrageous rates they are now compelled to pay. I have shown that the saving in one year on the freight handled for the people of the inland empire would net almost $4,000,000, or more than that for which we of the Northwest ask for this great work. Expensive! Not in comparison with what it would save. More than this, it is an expense that is an investment. All the money that our Government wisely expends in the improving of our waterways will be worth throughout the years to come 100 per cent on the investment. It is not an expense that exhausts itself. It is an investment that will require the minimum of care and will yield the maximum of profit, and the investment should be made now, There are many reasons why it should be made now.

Our railroad lines are overworked and our waterways should be developed to furnish adequate means of transportation. The present rates are excessive, and the waterways should be built now that our produce might be handled at reasonable rates. Again, the waterways should be provided now because it is true here, as it is true in every line of construction, that delayed construction is the most expensive kind. By making appropriations by piecemeal, by doing a little work here and a little work there, to be followed another year by only a small amount of work additional, while some good results follow, much of the work must be done over again with the funds of each new appropriation. By trying to be economic we are following in truth the most expensive policy. What we want then is a comprehensive policy, a broad policy, and a liberal appropriation for the development of our waterways. And what is more, we want the policy approved and inaugurated now.

Mr. MAHON. Mr. Chairman, I represent one of the districts in the great State of Pennsylvania. We have in that State, in the city of Philadelphia, probably more manufacturing and textile workers and more industries than there are in the same area in any other State, and they are all interested in getting this 35-foot channel. But the chairman of the Committee on Rivers and Harbors and that committee have decided on a 30-foot channel. I want to say briefly that I do not think that since we have had a Congress we have had a more capable chairman, a man who knows his business better than does the gentleman from Ohio, the present chairman of that committee. Taking everything into consideration, what he has recommended in this bill and what the committee has voted to put into the bill, I think the bill should pass. I am satisfied that the committee has done the best it could and that this bill ought to pass without any more conflict.

Mr. CANDLER. Mr. Chairman, this bill pending before the

House in round numbers appropriates $83,000,000 for the improvement of the rivers and harbors of this country. I am glad that the committee saw proper to increase the appropriation for this purpose in this bill. It is also a source of gratification and pleasure to me to know that we are at last going to begin in earnest the improvement of our rivers and harbors on a larger scale, and to take care of them rather than spending the revenues of the Government in improving our foreign possessions and looking after the affairs of people who have little interest, as has been demonstrated by their actions, in this country which has so long been taking care of them. [Applause.]

The conditions existing in the country at this time imperatively demand a larger appropriation for our rivers and for our harbors. We know by observation and by experience that the means of transportation in this country are already congested, and that they are unable to meet the necessities and the requirements of our developing commerce and trade. There is no railroad throughout this land but what to-day has more business than it can transact. They need more tracks, they need more freight cars, they need more passenger cars, they need more engines, in order to meet the demands which are daily made upon them.

When that is true, then certainly it is of the greatest importance that we should turn to the natural means of transportation which has been furnished to us by the Giver of every good and perfect gift, and proceed to improve the rivers of this country, in order that we may have the benefit which would naturally flow from their improvement, and relieve, as far as possible, the congestion of trade and commerce with which the other means of transportation are unable to deal. [Applause.]

I desire to call attention to an address delivered a short time ago in Washington, by Mr. Richard H. Edmunds, editor of the Manufacturers' Record, at the rivers and harbors convention in Washington, on December 7. He stated the conditions existing at this time with more clearness and with greater force than I could possibly hope to do, and hence I shall adopt his words:

Overwhelmed by the magnitude of the country's expanding traffic our transportation facilities are proving unequal to the strain. Our material development has already far outgrown our railroads. Unless our advancement is to be halted by the lack of machinery necessary for carrying on business—that is, the lack of the facilities for handling freight—at least $5,000,000,000 must be expended during the next ten years in the extension of the railroads of this country. This would mean that within that brief period we must increase by at least 50 per cent our entire railroad facilities. Really they should be very nearly doubled, for in all probability traffic will double. It is practically certain that ten years hence our iron production will have advanced from the 25,000,000 tons of to-day to an annual output of nearly if not quite 50,000,000 tons, and that against the 425,000,000 tons of coal mined in 1906 we will by 1916 mine nearly double that quantity. The production of Portland cement, which has advanced with unequaled growth from 8,000,000 barrels six years ago to 40,000,000 barrels, must, with the increase of concrete construction, double and quadruple within ten years. In six years the value of our farm products has advanced from $4,700,000,000 to nearly $7,000,000,000. In the same period the value of our farm property has risen from $20,400,000,000 to $28,000,000,000. This gain in the last six years in the value of farm property is equal to about 60 per cent of the total capital invested in all the manufacturing interests of the country. It is more than two-thirds as much as the total deposits in all the banks—national, State, private, and savings banks—and loan and trust companies throughout the land. The value of our manufactured products now aggregates about $17,000,000,000 a year; our forestry and mining products, $3,000,000,000, and agriculture nearly $7,000,000,000. This makes a total of $27,000,000,000, against $18,800,000,000 six years ago and $12,400,000,000 in 1890. Marvelous, indeed, has been this expansion in agriculture and in manufactures. Though more pronounced in the United States than anywhere else on earth, this expansion is world wide in its sweep. Great as have been the results in the development of business during the last ten years, the future holds out far greater potentialities. Limitless, in fact, are the certainties of future expansion if we can adequately extend our facilities for expeditiously and cheaply handling traffic.

Though nearly every railroad in the country has for several years been striving to the utmost limit of its financial ability to increase its rolling stock and improve its track, there is scarcely a line that is not overcrowded with business. In every direction there is freight congestion. Merchants and manufacturers find it impossible to deliver goods promptly because the roads can not move their traffic with dispatch. Western grain farmers and Southern cotton planters are unable to make rapid shipments because of the lack of rolling stock and likewise the lack of track. The lumber trade is suffering heavy losses from the same cause. Here and there coal famines are threatened because of the inability of the roads to handle the freight offered. Millions of tons of coal in excess of the present output could be mined and find a ready market if railroad facilities could be had. Notwithstanding the struggle of the roads to keep up with it, business is steadily gaining on their facilities. In 1890 the total railroad freight traffic of the country as measured in mile-tons was 79,000,000,000; in 1890 it was 141,000,000,000, and in 1905 187,000,000,000. With the same average gain per capita as during the last fourteen or fifteen years we would in 1916 have a total traffic of 350,000,000,000 to 400,000,000,000 mile-tons. These stupendous figures indicate something of the traffic which we must prepare to handle. To this condition add the fact that in the next ten years our population will be increased by not less than 20,000,000. This in itself is almost equal to the population of the entire South. Then consider that the actual increase in the business of the country within that time will exceed the total volume of trade in the South to-day. The situation is one of deep concern. It demands the earnest consideration of the country. It is the one weak spot in the business outlook, and more than anything else endangers our prosperity.

These facts enable us to form some conception of the need of far more rapid expansion of transportation facilities than has yet been taken into account. Even though they should stretch to the utmost limit their ability to provide money and be able to add to their investment $5,000,000,000 within the next ten years, it is questionable whether the railroads would then measure up to the imperative needs of the times. Our foreign commerce is now $3,000,000,000 a year. In a few years it will be $5,000,000,000 or $6,000,000,000. Our harbors must be made ready for this doubling of their trade. Given adequate facilities our river trade will expand still more rapidly. Even now steel barges are being built at Pittsburg which, when loaded with coal, will not break cargo until they unload at Habana and other Cuban ports. The coal traffic of Panama and South America and the West Indies is within our grasp whenever we are ready to furnish the facilities needed to take it.

Shall American development be halted because of our inability to provide the facilities for the trade that awaits the activities of our people? To help meet this problem it is incumbent upon the National Government to begin a policy of the fullest utilization of the great rivers and waterways with which nature has so abundantly provided us. With an expenditure in the next ten years upon rivers and harbors of $500,000,000, as against the $5,000,000,000 or more which the railroads must undertake to provide for their work, we can so improve river transportation as to make it possible to lessen the burden upon the country due to inadequate transportation facilities. Nature has blessed us with great highways upon which to carry on a commerce which could be made worth untold millions to the country, but we have almost ignored and counted as of no value this priceless gift. It is as though we had been given tens of thousands of miles of well-built railroads here and there obstructed by a rock which needed to be removed ere these steel highways could be utilized and we were unwilling to spend the few dollars required to clear the tracks. Our rivers are worth more than all the capital invested in the railroads of the country; in fact, they have a value, from the strictly economic point of view of their possibility as freight carriers and freight-rate regulators, beyond any money estimate that could be put upon them. Yet so lightly have they been esteemed that as a nation we have been unwilling to spend the few millions necessary to remove the rocks and clean out the channels. Do this and there would be free movement for thousands of additional water craft. They would not only increase our transportation facilities, but by the cheap handling of the coarser or heavier products would expand the railroad traffic of the higher class of goods, to the profit alike of the country and the roads. Can we imagine that a great corporation, with limitless resources at its command, owning thousands of miles of railroad track, would be so indifferent to its own future as to be unwilling to remove the few rocks or the sand that, through some upheaval of nature, had here and there covered a few miles of its track?

The very suggestion is in itself absurd. Such a course would not, however, be more absurd economically than has been the policy of the American people with reference to their rivers and harbors. The time has come in the history of American development when every possible means which can be provided for the handling of traffic must be utilized, and utilized promptly. The condition which we face to-day is one of supreme importance. It is one upon which the unchecked progress and prosperity of the country depends. For this reason, if for no other, it is incumbent upon the American people, through the National Congress, to spend money with no niggardly hand to improve all of our great waterways, both inland and coastwise. These improvements can not be made by individual capitalists nor by corporations. Our rivers and harbors are national in interest, and of necessity the nation alone, acting through Congress, can provide the money for their fullest utilization. Money so spent would not be wasted. It would not be scattered to the winds. On the contrary, it would be an investment which would yield to the whole country a larger percentage of profit than any other within the range of man's knowledge. Five hundred million dollars spent within ten years on river and harbor improvements would certainly yield an annual profit to the business interests of the country far in excess of that amount. The nation has sanctioned the spending of hundreds of millions to construct an isthmian canal. In this it has done wisely. When the Atlantic and the Pacific have been united by the Panama Canal the world's commerce will be revolutionized in our favor. But this canal, the most stupendous work of this era, is not as important to our country as the deepening of our rivers and harbors. The proper leveeing of the Mississippi River would reclaim overflowed lands which could be made to yield over $500,000,000 of farm products a year, while millions more would be saved from destruction. The deepening of the Ohio and its tributaries would furnish transportation facilities for the vast but congested traffic of the world's iron and steel center. But why particularize? Throughout the country, from the Atlantic to the Pacific, from the Lakes to the Gulf, there are opportunities for improvement where every dollar expended would annually return 100 per cent to national profit and individual gain.

We talk about the danger of wars and the necessity by the building of a great Navy of protecting ourselves against any possible encroachments by other nations. Would we, indeed, make ourselves impregnable against war and commercial rivalry, then give to our people the fullest scope for the development of our resources. Open our rivers, deepen our harbors, and the enlargement of our wealth and power will put this country beyond rivalry in the world's commerce or the possible successful attack in war by any power or any possible combination of powers on earth. Nature has blessed this favored land with resources so vast and varied for the creation of employment in the field and in the factory and for the development of boundless wealth that we scarcely realize the potentialities of the future. We are adding to our accumulated wealth about $500,000,000 a month. We can continue at even a greater rate until we lead all the world in financial power, for we have the resources out of which to create boundless wealth. The foundation of the world's industrial system is coal. That is the moving power on land and on sea. Of coal the United States has 350,000 square miles, against 50,000 square miles for all Europe. With seven times Europe's potentiality in the energizing power of coal, we have other resources to equal our fuel. In this period of the development of electrical energy through the utilization of water powers we can, as in coal, more than match Europe. In iron and steel we are making nearly one-half of the output of the world. Of copper, upon which electrical expansion depends, we are producing far more than half. In iron and steel and copper we can dominate the world's metallurgical interests. To this add cotton, which is the leveler in commerce. Upon it the wealth of Great Britain and the Continent largely depends. Its production is practically monopolized by this country. We have 80 per cent of the world's annual cotton output. This gives us an absolute

domination of this great industry, such as no other country holds on any industry worthy to be counted in such a cataloguing of natural resources. Of wheat and corn we produce 3,500,000,000 bushels, against 2,000,000,000 for all Europe. But why attempt to enumerate our resources? The very cream of the good things of earth as the foundation for man's highest development and the mightiest expansion of human activities has been given with a lavish hand to this country. It is within our power to so utilize these resources as to immeasurably add to the wealth and happiness of the world. As we have the area and the resources sufficient to sustain a population of hundreds of millions of people, so we have with these advantages the opportunity of becoming the world's greatest leader in the betterment through the arts and sciences of humanity rather than destruction through war. As an essential part of this programme, the time has come when the American people should utilize to the fullest extent their rivers and harbors, the improvement of which will enable us as a nation to realize upon our boundless resources.

The world has entered upon a period of expansion in industry, in commerce, and in wealth such as man never saw before. Not in the United States alone, but everywhere are seen evidences of the great burst of activity which is taxing the energy and the transportation facilities of all the leading nations of earth. We justly boast of the vast expansion under way in this country and of the increase of our foreign commerce to the point where imports and exports now aggregate over $3,000,000,000. But though the United Kingdom has only half of our population, its foreign trade during the first eight months of this year exceeded that of the United States by $900,000,000. If our foreign trade in proportion to our population were as great as that of the United Kingdom, our exports and imports, instead of reaching $3,000,000,000, as at present, would be $12,000,000,000. This development of foreign trade is as pronounced in Germany as in the United Kingdom, while France, Belgium, and Japan all show a rapid expansion in commerce with the outside world. We congratulate ourselves upon what we have accomplished in the development of our manufacturing and agricultural interests, upon the growth of our railroads, and upon our foreign commerce. But considered in the light of our natural resources and of the advantages for domestic and foreign trade which nature has given us, we have as yet scarcely begun to work. With our unequaled location on the map of the world, midway between Europe and Asia, with our unmatched resources of coal and cotton and iron and agricultural capabilities which can not be matched on any other continent, with 85,000,000 of the most active, virile people on earth, this country, the foremost in education, the foremost in manufactures and in agriculture, the richest upon which the sun ever shone, is but in the infancy of its material advancement and world-wide influence if we but utilize the blessings with which heaven has so abundantly favored us. Shall we in the future, as in the past, pursue the same "penny-wise-and-pound-foolish" plan of almost ignoring the possibilities of our rivers and harbors, or shall we enter upon a broad campaign of improvement to match our unequaled opportunities?

Mr. Chairman, taking into consideration these marvelous facts and figures which I have presented to you from this address, there is no justification which can be offered for a failure upon our part to improve our rivers and harbors. It is not only demanded by our necessities, but I believe that the improvement of every river capable of improvement to such an extent as to furnish the commerce to justify the expenditure will be indorsed by the people of America. I have received recently numerous letters from my constituents calling upon me to support the appropriations made for this purpose, and everywhere that you hear a voice from one end of this country to the other it is crying out for an improvement of the rivers and the deepening of the harbors, in order that this congestion of commerce may be relieved and in order that the prosperity of the country may be kept pace with by handling the products presented to the transportation companies for shipment. While this bill makes an appropriation in round numbers of $83,000,000, I believe that it falls short to a certain extent of making the appropriation it should make. I believe that the necessities of the country and the conditions existing demand a larger appropriation than that made in this bill. I believe that the people of the country would indorse with enthusiasm and with great unanimity an appropriation of at least $100,000,000, making it $50,000,000 each year, not only for this and next year, but for the years even ahead of us, until the rivers and harbors of this country are made navigable and are utilized for the purposes of trade. While I indorse the pending bill, as far as it goes—and, as I said in the outset, I am glad to see the appropriation made—I know this bill falls short in one instance of doing that which in my judgment it ought to do.

I believe there should be an appropriation made of $2,500,000 for the most beautiful river in all this country. It is not necessary, I am sure, to mention its name, for everybody knows it is the Tombigbee. [Applause.] That appropriation of $2,500,000 is not in this bill, and the river is only given a small appropriation of $14,000 for maintenance from Demopolis to the city of Columbus. With the additional appropriation of $2,500,000, which was requested and which was desired for the improvement of this great artery of commerce, there would then have been a total appropriation carried by the bill of $85,500,000. The bill would then have been practically perfect, I will say to my good friend Mr. LAWRENCE, a member of the committee who sits before me. But because of the fact that this appropriation is not made in this bill to that extent it is incomplete, and it ought to be put in the bill before it becomes the law of the land. [Applause.] It ought to be done in the interest of commerce; it ought to be done for the glory of the American people; it ought to be done for the good of this country; it ought to be done because it would make the men and women and the little girls sing songs of praise in your ears, which would make you glad and make you rejoice in all the years that are to come, and in your declining years, when you should be turning your face toward the setting sun you would have those songs which would come from joyful and happy hearts to reward you for a work well done and for a duty discharged in accord with the best interests of the country and for the glory and welfare of all the people. [Great applause.] As a member of the Rivers and Harbors Committee, my friend, I want you to help me in this important matter.

I secured in the last river and harbor bill a survey for this river. The engineer reported that the improvement was entirely feasible, and I will ask permission to insert that report in the RECORD. All the way through it, up to the very last clause, the report will be found from beginning to end to be of a most favorable character, but, unfortunately for us who are interested in this great river, the last paragraph in it left us without the hope which had before encouraged our hearts and inspired our lives. The engineer reported that the commerce did not justify the necessary expenditure, and in view of that fact the committee, I presume, did not see proper to include the necessary appropriation in this bill.

But I am going to put into this record statistics and facts to demonstrate and to show that the commerce will amply justify the improvement of this river, that all we need on the face of the earth is that the channel shall be deepened until we can have year-around navigation, and that when we can obtain year-around navigation we can furnish the tonnage, because it is there to be furnished for transportation upon the rippling waves of this beautiful river. The engineer in his report says that one-fifteenth of the cotton crop of the United States is produced in the Tombigbee Valley. Grasp for a moment what that means when he says that one-fifteenth of the cotton crop is produced in this fertile valley.

That means the production of $40,000,000 can be found within the limits of this valley which would float upon this river if the transportation was furnished. The trouble is that we only have navigation about six months in the year, beginning in December, and with the uncertain navigation which we have there is to-day upon the river, as shown by the actual facts and figures, a tonnage of 140,000 tons. I want to call attention to the fact that the distinguished chairman of the Rivers and Harbors Committee [Mr. BURTON of Ohio] once said in a speech that any river that could furnish a tonnage of over 100,000 tons was entitled to consideration looking to its improvement. I have the highest regard for him personally. I have the greatest respect for his judgment and for his opinion. I believe that he knows more about rivers and harbors than any man in the United States of America and that he knows as much or more than any man in the world on that subject. Therefore when he expresses the opinion that a river that can furnish 100,000 tons of freight is entitled to consideration looking to its improvement, it means a great deal, coming from the source from which it emanates.

I can demonstrate and show, and I will put the facts and figures in this record to demonstrate and show, that there is upon this river, with the uncertain navigation which now exists, a hundred and forty thousand tons of freight each year. Improve the river and give us certain all the year round navigation, and we can furnish, in my judgment, over 500,000 tons to be transported in the vessels which would immediately enter this inviting field just as soon as they knew that they had a channel which they could traverse the year round. But with the uncertainty of the channel, with the fact that by reason of the conditions existing they do not know when they can get in and out to secure the trade, the steamboats do not seek the trade as they would if they knew the channel would be open and they could travel it the year round. There would be no trouble from any other source because there is no place where the sun shines more beautifully and where the moon glows with her silvery rays with greater grandeur than along this beautiful river. There is no reason on earth indeed why these steamers should not run all the year round except the necessary money to be added to the appropriations in this bill to furnish this channel and open this river to the trade. Why, my friends, this river has been sought for far and wide by those seeking that which was beautiful and that which was grand. They have sought it because of the fact it furnished an invitation to admire the beauties of nature, because along it from one end to the other the grandeur and sublimity of Almighty God's creation shines forth with a degree of perfection that is scarcely reached in any other country in the world. [Loud applause.] We have heard distinguished gentlemen upon this

floor talk about the Mississippi River. I love the Mississippi, because there is no Commonwealth in all this broad land that gets closer to my heart and my affections than the Mississippi.

Oh, that beautiful name that we treasure, which we love, and to which we cling! The little ones around the fireside in our homes are taught to sing its praises and to speak forth its virtues. I love that name, and I am glad that the great "Father of Waters," the Mississippi River, that furnishes the marvelous means of transportation from the Lakes to the Gulf, has the same name as the State within which I live and which I have the honor in part to represent; but the Mississippi, my friends, sinks into insignificance in its grandeur and its beauty in comparison with the Tombigbee. [Applause.] I have heard Members talk about the Missouri River—and I love old Missouri, too, with all my heart. Yes; grand she is in her history and grand she is in her productions. We heard to-day upon this floor one of her brilliant and gifted sons, whom I love and admire [Mr. CLARK], speak forth words of truth and words of beauty, and he spoke of certain interests that lie near the hearts of the Missourian. But I will tell you, my friends, that it is a fact that the Missouri River, and even the other rivers which are closely connected, by interest or otherwise, can not be compared in any way to this beautiful river that a kind Providence presented to the people of the country in which I live as one of the best gifts that has ever fallen from His hands. [Applause.]

If I should talk here until my time expired—and it soon will expire—in fact, if I should continue until the "wee small" hours of the morning, I could not portray to you anything like its beauties, anything like its importance, anything like the facts and the figures that necessitate its improvement.

The CHAIRMAN (Mr. BUTLER of Pennsylvania in the chair). The time of the gentleman has expired.

Mr. CANDLER. May I have a few moments more? My heart yearns to tell a little more about this important river. [Applause.]

Mr. LAWRENCE. Mr. Chairman, I ask unanimous consent that the gentleman——

The CHAIRMAN. For what purpose does the gentleman from Massachusetts rise?

Mr. LAWRENCE. The "gentleman from Massachusetts" rises to ask unanimous consent that the gentleman from Mississippi [Mr. CANDLER] may be permitted to continue his remarks for five minutes.

The CHAIRMAN. The gentleman from Massachusetts [Mr. LAWRENCE] asks unanimous consent that the gentleman from Mississippi [Mr. CANDLER] may be permitted to continue for five minutes. Is there objection? [After a pause.] The Chair is pleased to say there is no objection. [Applause; cries of "Go on! Go on! Tell us more about your river!"]

Mr. CANDLER. My heart goes out in gratitude to my distinguished friend from Massachusetts [Mr. LAWRENCE] and also to the Members of the House for this great favor. I am sure that it is prompted by the interest in this great river about which I am talking, because we all know that it appeals to the heart of every American citizen throughout this broad land; and the regret that they have to-day, and they have expressed that regret to me often, is that it has been so long neglected. I have heard its murmuring waves as they went singing their beautiful song toward the Gulf since the early days of my childhood, and they have continued to sing along the pathway of my life and have given me inspiration to love the beauties of nature and admire those grandeurs and those glories that come alone from the kind creative hand above. [Applause.] Members have talked here, as I said a moment ago, about the Mississippi, and about the Missouri, and numbers of other rivers, and about the necessity for improvement. Other friends of mine have discussed their projects and have presented to the consideration of this House the rivers which they desired to see the hand of the National Government aid and the hand of the National Government deepen and widen.

The Tombigbee River does not need any widening. It is wide enough. It just simply needs a little deepening. That is all that is necessary, and with the deepening that should come from the aid that ought to be bestowed upon it by "Uncle Sam," who has always given with bountiful hand to his children, there would come added beauties and benefits to the beauty and commercial importance that already exist that would strike the American people with such dazzling grandeur and sublime interest as to illuminate not only the Tombigbee territory, but would travel beyond the confines of that territory and add added glories even to our marvelous oceans and to all our waterways. [Applause.] It would furnish a bouquet of grandeur and glory that would justify the Committee on Rivers and Harbors to bring in a bill appropriating every dollar "Uncle Sam" could spare for the improvement of the rivers and harbors of this country, and all it would be necessary to do would be for my esteemed friend Mr. BURTON to stand on the floor of this House and present it, and the Representatives of the people would rise up and demand that it be passed at once without amendment, in order that the beauties obtained in the perfection of such legislation might not be lost. [Applause.]

The Mississippi was never known in song, the Missouri and these other rivers have never inspired the poet; but the Tombigbee has appealed to him and to the composer of beautiful song. I have a song here and I intended to sing it, although I am not a singer. [Great applause and cries of "Sing it, 'Tombigbee,' sing it! Let us hear you sing it!"]

If there ever was a time when I longed to be able to sing, it is now. In that respect my education was neglected. My good mother—God bless her—at one time wanted me to take music lessons, but I did not see the necessity for it. But I did not know that the day would come when I should stand here in the House of Representatives of the United States advocating the Tombigbee River.

If I had, I would have taken lessons from the best music teacher I could have found, and then I would have been prepared to sing this song, and when I should have sung it I am satisfied you would have said: "Take your $2,500,000, because your river is worth it, and worth more." [Loud applause.]

But, unfortunately, my friends, I can not sing. I wish I could. My soul panteth now for that accomplishment as "the hart panteth for the water brooks;" but it is impossible, because my voice is husky and I am fearful that I could not carry the tune. But I am going to read it to you, because I want the country to realize that this is one among a limited few rivers in the United States of America that has brought forth such sentiments as are expressed in this beautiful song.

Mr. RAINEY rose.

The CHAIRMAN. Does the gentleman from Mississippi [Mr. CANDLER] yield to the gentleman from Illinois [Mr. RAINEY]?

Mr. CANDLER. Always with pleasure.

Mr. RAINEY. I want to ask the gentleman how about the Wabash River in Illinois?

Mr. CANDLER. I am going to tell about that in this song.

Mr. TOWNE. How about the Suwanee River?

Mr. CANDLER. It is also mentioned in this song. A good woman—God bless them, in their kindness they are always willing to help us—secured this song for me, and it was composed by Hub Smith and dedicated to a beautiful woman, Mrs. Noyes. Entirely natural and proper to compose a beautiful song about this lovely river and dedicate it to God's sweetest creation—woman. [Great applause.]

Now listen, for here it is. How I wish I could sing! [Applause.] It is entitled "The Dear Old Tombigbee."

In the dear old sunny South,
Where the sweet magnolias bloom
And the joyous songs of countless birds
Dispel all thoughts of gloom;
'Neath the shade of fragrant trees,
Where the gentle breezes blow,
There the dancing waters of
The old Tombigbee flow.

[Applause.]

It was on thy mossy banks
As a boy I used to play
With the comrades of my youth who now,
Alas, have passed away.
Ev'ry shady nook we knew,
And how oft our childish glee
Waked the echoes on the shores
Of dear old Tombigbee.

[Laughter and applause.]

CHORUS:

The Mississippi's wide and grand,
The Suwanee's famed in song;
The waters of the Wabash, too,
Flow merrily along.
But all their beauties pale and fade
And have no charm for me,
For I have known since childhood days
The dear old Tombigbee.

[Laughter and great applause.]

My friends, I appeal to you to take care of the Tombigbee. Never forget it! Never forget it! As I said once before on the floor of this House, that while I honor my name because I am named for the man I love better than any other man in all the world, my honored father, but in order to see justice done to this river, in order to see the appropriation made which I believe ought to be made, I would be willing, not to give up my name, but to have added to it "Tombigbee," and be known hereafter as "TOMBIGBEE EZEKIEL SAMUEL CANDLER, Jr." [Loud and prolonged applause.]

The CHAIRMAN. The time of the gentleman from Mississippi has expired.

Mr. CANDLER. As a part of my remarks I append the report of the engineer in reference to the Tombigbee, the statement of Mr. I. H. Sykes, and "An answer to Document 334."

PRELIMINARY EXAMINATION OF TOMBIGBEE RIVER FROM DEMOPOLIS, ALA., TO COLUMBUS, MISS.

ENGINEER OFFICE, UNITED STATES ARMY,
Mobile, Ala., December 9, 1905.

GENERAL: In compliance with directions contained in Department letter dated March 23, 1905, I have the honor to submit the following report upon a preliminary examination of the "Tombigbee River, from Demopolis, Ala., to Columbus, Miss., with a view to securing a continuous channel 4 feet deep."

Previous examinations and surveys.—The first survey of this section of river was made in 1871, and report thereon is published in the Annual Report of the Chief of Engineers for the same year, page 573. The project provided for removing obstructions and building wing dams, and was adopted in 1872. It was modified in 1879 so as to provide for a low-water channel of navigable width and 3 feet deep by removing obstructions, building wing dams, and closing island chutes. This project was not completed.

Preliminary report upon a survey of Warrior River below Tuscaloosa, the Tombigbee River from its mouth up to Vienna, and from Vienna up to Walkers Bridge is published in the Annual Report of the Chief of Engineers for 1888, part 2, page 1227. Report of a survey and estimate for 6-foot navigation on Warrior River, Alabama, from Tuscaloosa to Demopolis; Tombigbee River from its mouth to Vienna, and Tombigbee River between Vienna and Cotton Gin is published in the Annual Report of the Chief of Engineers for 1890, part 2, page 1719. The improvement was recommended and the project was adopted by the river and harbor act of September 19, 1890, and provided for securing the proposed 6-foot channel by snagging, tree cutting, bank revetment, bar improvement, and the building of dams with pneumatic gates at an estimated cost of $779,400 for this section. In 1897 the estimate was changed so as to provide $2,000,000 for the construction of ten locks and dams between Demopolis, Ala., and Columbus, Miss. A blueprint [a] of the map made from the survey upon which the 6-foot project was based, showing the Tombigbee River from Columbus to the Warrior River, just above Demopolis, is forwarded in separate cover.

Present examination.—This examination was commenced on October 30, 1905, at Columbus, Miss., working downstream. Soundings were taken about every 75 or 100 feet, and the minimum depths on the shoals recorded. They are given below, reduced approximately to mean low water.

Locality.	Depth in feet.	Bottom.
Bar below G. & A. Pacific Railroad bridge	2.5	Gravel.
Butlers bar	2.3	Gravel on rock.
Bar No. 1, head of Tenmile shoal	2.0	Gravel.
Bar No. 2	1.5	Do.
Bar No. 3	2.0	Do.
Bar Nos. 4 and 5	2.5	Do.
Bar No. 6	2.3	Do.
Bar No. 7	2.0	Do.
Bar No. 8	2.3	Do.
Bar No. 9	2.4	Do.
Bar No. 10	2.3	Do.
Bar No. 11	1.6	Do.
Bar No. 12	4.0	Do.
Bar No. 13	1.8	Do.
Bar No. 14	3.0	Do.
Bar Nos. 15 and 16	2.0	Do.
Bar No. 17	2.3	Do.
Bar No. 18	2.6	Do.
Bar No. 19	2.3	Do.
Bar No. 20	2.5	Do.
Bar No. 21	2.6	Do.
Bar No. 22	2.3	Do.
Bar No. 23	2.5	Do.
Bar No. 24	3.0	Do.
Bar No. 25	2.3	Do.
Bar No. 26	2.4	Do.
Bar No. 27	1.4	Do.
Bar No. 28	1.3	Do.
Bar No. 29	2.3	Do.
Bar below Jim Creek	2.5	Do.
Bar below Ellis Creek	2.9	Do.
Bar below Pumpkin Creek and Coal Fire shoals	3.0	Do.
Pickensville	2.9	Do.
Bar at Pickensville, lower landing	1.9	Do.
Bar below Nancys Ferry	1.3	Do.
Shylock shoals	1.9	Do.
Bar below Big Creek	3.0	Do.
Bar above Ringolds Bluff	2.0	Gravel on rock.
Turnip Seed shoals	2.3	Do.
Beaver Creek	2.6	Do.
Owl Creek	3.0	Do.
Wallaces Creek	1.3	Do.
Cedar Creek	2.3	Do.
Fairfield	3.0	Do.
Below Newport	4.0	Do.
Lubbub Creek	1.3	Do.
Ballards Lake Bend	1.5	Do.
Hancook shoals	2.5	Do.
Muscle shoals	2.5	Do.
Windham bar	1.5	Do.
Cuba Landing	3.5	Rock.
Vienna bar	2.0	Gravel on rock.
Vienna Island	2.0	Do.
Sipsey Island	2.3	Do.
Bar south of Sipsey	1.9	Do.
Pleasant Ridge bar	2.9	Do.
Above Williams	3.0	Rock.
Little Island	2.9	Gravel.
Carpenters bar	1.4	Do.
Above Warsaw	2.9	Do.
Warsaw bar	2.3	Do.
China Bluff bar	1.9	Gravel.
Clentons Landing	2.5	Do.
Below Old Taylors Landing	2.3	Do.
Bracketts bar	1.9	Do.
Blend shoals	1.3	Do.
Upper Chicken Cock bar and Lower Chicken Cock bar	2.0	Do.
Chambers	2.5	Do.
Holts	2.0	Do.
Oswalt	2.3	Do.
Noxubee	3.0	Do.
Gainesville	2.0	Do.
Cherry Bluff	3.0	Do.
Colgans Island	2.5	Do.
Smiths	2.3	Do.
Cube Creek	1.3	Do.
Howard	2.0	Do.
Croft Landing	3.0	Do.
Brush bar	2.3	Do.
Above Clay's wood yard	3.5	Do.
Clays bar	2.0	Do.
Trends bar	2.5	Do.
Toms bar	2.5	Do.
Tubbs Creek	2.5	Do.
Jack Toms Landing	3.5	Do.
Hays Ferry	2.3	Do.
Hales Island	1.5	Do.
Epps bar	3.0	Do.
Rock shoals	2.3	Do.
Bar above Jones Bluff	2.0	Do.
Jones Creek	3.5	Do.
Hillmans Island	2.5	Do.
Shilitos Camp	2.0	Do.
Belfast Chute	1.9	Do.
Martins Ferry	2.3	Do.
Phillips shoal	2.5	Do.
Houstons Island	3.5	Do.
Cold Spring bar	2.3	Do.
Bluffport	1.9	Do.
Spring Bluff	2.0	Do.
Muscle shoal	2.0	Do.
Durdens bar	2.9	Do.
Thompsons Island	2.0	Do.
Rattlesnake and Blacksnake	2.0	Do
Kirkpatrick	1.9	Do
Birdines	1.5	Do
Coles	1.0	Do.
Haunted Point	2.0	Do.
Arrington	3.0	Do.
Greenes bar	2.9	Do.
Bee Tree Island	3.0	Do.
The Rocks	2.7	Gravel on rock.
Hancocks bar	3.0	Gravel.
Tutts bar	4.3	Do.

[a] Not printed.

A few borings made indicate that the bed of the river over almost the whole distance covered by the examination is composed of blue rock or rotten limestone. In nearly all places the surface was found to be of sand and gravel. Probably, however, the limestone or blue rock is underneath throughout. The nature of this rock is such that when exposed to the air it hardens, but when submerged it is soft, so that in place it is easy to excavate. At nearly all points along the river there are high steep bluffs, the concave bank being lime rock and the convex bank flat and soft. Tenmile shoals (so called from their length) is about the only place where there is no bluff. Here the river meanders between low alluvial banks of light sandy soil and unstable material, which yields readily to the eroding action of the river. The banks of this soil are from 8 to 12 feet above low water, and in most places are overgrown with willows and underbrush. In the limited time available it was not possible to obtain any reliable data as to current observations, but it is apparent that the discharge of the Tombigbee River is much greater than that of the Black Warrior River and that there will be an abundance of water for canalization.

Previous improvement.—Work on this section of Tombigbee River has heretofore been confined to the removal of logs, snags, and other obstructions from the channel and overhanging trees from the banks, building and repairing jetties, and excavating rock, gravel, sand, and clay. Work of this nature is needed every year to remove obstructions brought into the stream during freshets, as these freshets reach a height of between 40 and 60 feet above low water. The work done has resulted in affording a channel navigable for the light-draft boats plying this section, on a 2-foot rise above mean low water, for a period of four or five months per annum.

Geographical location.—Columbus, the upper limit of the improvement, is the county seat of Lowndes County, Miss., and is located in the eastern part of the State, near the Alabama line. It is a town of about 11,000 inhabitants, is surrounded by a rich, fertile, and productive country, and is one of the most enterprising towns in this section of the State. From Columbus the river takes a southeasterly trend to Demopolis, in the western part of Alabama, a distance of 156 miles, and in this distance it has a fall of about 108 feet. The country through which the stream passes is very productive, and for farming purposes will compare favorably with any other in the States of Alabama and Mississippi. Plantations line both banks of almost this entire section, though there are reaches where either one or the other bank, and in some instances both banks, are heavily timbered. The width of the river is tolerably uniform, and on an average it is from 300 to 400 feet wide at low water, increasing in width considerably during a freshet.

Resources and commerce.—The principal farm products of the country are cotton and corn, the yield being from one-half to one bale of cotton to the acre, and from 25 to 40 bushels of corn to the acre. Cotton is the chief crop, about one-fifteenth of the total yield of the United States being grown here. The cotton-seed oil, oil cake, meal, and hulls will about equal the value of the cotton lint itself. Much of the country along the river and adjacent thereto is heavily timbered with pine, oak, cypress, sweet gum, and sycamore. The making of staves is at present in active operation, and with additional transportation facilities this would most likely become a staple industry. The

lime-rock producing area is considerable, but it will probably never be made an article of extensive trade without cheap river transportation. Another rock found in the formation of the river bank, called "Tombigbee rock," yields a Portland cement which has stood the analytical test. With the river open the year round there is no reason to doubt that cement factories would multiply in this region.

No commercial statistics could be obtained at the time of examination, though efforts were made in that direction. Statistics for the calendar year ending December 31, 1904, showed that cotton, cotton seed, logs, breadstuffs, fertilizers, farm supplies, provisions, and general merchandise to the amount of 20,000 tons and the value of $600,000 were handled during that year.

Improvement considerations.—The only tributaries of any importance between Columbus and the junction of the Tombigbee and Warrior rivers, just above Demopolis, are the Sipsey and Noxubee rivers, both of them small streams. A study of the section under consideration makes it clearly evident that the only method of making much improvement is by canalization. This will require the construction of ten locks and dams, at an estimated cost of $2,500,000. The banks being generally a rock bluff on one side and fairly stable on the other, they are unusually favorable for this class of structure. At or near each lock site there would be an abundance of stone, gravel, and sand for the masonry and for riprapwork.

Conclusions.—No further survey is considered necessary, the records of this office being sufficient for the purpose of preparing a preliminary estimate of cost.

I do not recommend the upper Tombigbee River as being worthy of further improvement by the General Government by the building of locks and dams, because apparently, the amount of business would not justify expending the amount of money.

Respectfully submitted.

W. E. CRAIGHILL,
Major, Corps of Engineers.

STATEMENT OF I. H. SYKES, SECRETARY PROGRESSIVE UNION, COLUMBUS, MISS.

Statistics covering resources of the six counties—Lowndes and Noxubee, in Mississippi, and Pickens, Greene, Sumpter, and Marengo, in Alabama—show their past and present commercial importance, as well as the estimated increase were the Tombigbee River opened to navigation the year round from Demopolis, Ala., to Columbus, Miss.

While other counties adjacent to the above would materially feel the benefits derived by the opening of the Tombigbee, your statistician feels that the crying demand of the six counties named, all of which, being touched by many miles of river frontage, is sufficient to warrant the expenditure that would be required by the National Government in opening to year-round transportation this important waterway.

AREA—POPULATION—PRESENT COTTON PRODUCTION.

By the census of 1900 we find the area in square miles in the counties named to be 4,655, with a population of 179,550. By reference to map No. 1 herewith,[a] we find two-thirds of the area of these six counties (the Tombigbee River running through the center) to be wholly and entirely dependent on the Tombigbee for transportation facilities, since no line of railway crosses the Tombigbee in this area and only one paralleling it from north to south and that coming no nearer at any point than 20 miles, thus leaving 3,104 square miles, or 1,986,560 acres, of the most valuable alluvial lands to be found wholly dependent for transportation facilities on a river navigable, at best, not exceeding six months in the year.

Since cotton is the principal product of the area lying in the counties named, I beg leave to submit the production in bales of 500 pounds in these counties for the years indicated:

County.	1900.	1901.	1902.	1903.	1904.
Lowndes	20,907	21,224	21,500	22,776	30,161
Noxubee	23,928	24,000	26,751	29,474	30,284
Pickens	21,485	19,375	17,161	16,478	23,710
Greene	24,017	22,167	21,647	20,502	27,667
Sumpter	31,906	29,637	26,295	24,560	28,477
Marengo	38,392	37,504	35,682	34,931	37,232
Total	160,635	152,107	149,036	148,721	177,531

Average yield in one year, taking above as a basis, 157,606 bales.

With a river navigable the year round the saving to the planter in freights incident to the marketing of his crop of cotton alone on present average production, to say nothing of the increase made possible by open river, would be $1 per bale, or $157,606 annually.

ASSESSED VALUATION.

An examination of the tax records of the counties named shows that the assessed valuation of all properties in the six counties for the year 1891 was $13,685,101, and that properties in these same counties are assessed for this year, 1906, at $23,178,156, or an increase in fifteen years of the assessment rolls by $9,493,055, or a little over 70 per cent.

As shown on another sheet in these statistics, under the heading of timber, were the Tombigbee opened to navigation the year round a timber acreage of 993,280 acres would be placed under the plow, and when this has been done these acres would at once command on the market $25 per acre, or a total of $24,832,000, a little more in actual value than the present assessed valuation of the six counties.

From another standpoint, this timber land is assessed on an average of $1 per acre, while cultivated lands adjacent to the river are assessed at $6 per acre.

Taking the assessed value of these timber lands when cultivated, $5,959,680, and from that deduct the present assessed valuation of these same acres, $993,280, we have at once an increased assessment of $4,966,400.

By personal investigation and from letters received from reliable parties in the several counties named the average annual per cent of increase in the assessment rolls of these counties, were the Tombigbee opened to navigation the year round, would be 46 per cent, or a total annual increase in the rolls, from a dollars-and-cents standpoint, of $10,661,951.

[a] Not printed.

BANKS.

Map No. 2[a] shows that in the area under consideration there are twenty banks; fifteen years ago there were only seven banking institutions in the counties referred to. Of these twenty banks, exclusive of the cities of Columbus, Miss., and Demopolis, Ala., we find only one on the banks of the Tombigbee, that at Gainesville, Ala.

It is a well-established fact that banks never seek a location where transportation facilities are limited to a few months of the year. It therefore stands to reason were the Tombigbee opened to navigation the year round banks would be established along this waterway at many points now offering good openings except for proper transportation facilities.

OIL MILLS.

By reference to map No. 1[a] herewith it will be seen that in 1891 there were only two oil mills located in the counties referred to, while to-day these same counties have ten large oil mills within their borders, and, notwithstanding the immense quantities of cotton seed produced in the area tributary to the Tombigbee River from Columbus to Demopolis, exclusive of the above-named cities, we find only one oil mill on the banks of the Tombigbee, at Epes, Ala.

Your statistician is informed by local oil-mill men that owing to the uncertain stage of navigation, even during the winter months, on the Tombigbee, many hundred tons of cotton seed rot along the banks of the Tombigbee each year. Now it stands to reason that were this river made navigable the year round oil mills as well as other factories would spring up along its banks, thereby enhancing the values of all lands in this rich section as well as placing in the pockets of the planter many thousands of dollars from the sale of his seed that now rot on the banks of the river waiting for the waters to rise sufficiently to market one of the chief products of his year's toil.

COAL.

One of the greatest commercial industries in this section, if not in the world, is the mining and shipping to interior and port markets of coal for domestic as well as steam purposes. The National Government has expended large sums of money at the port of Mobile, Ala., that ocean-going vessels might make that harbor and load for the ports of all foreign markets. The owners and operators of mines in the coal fields of Alabama have likewise spent vast sums in the endeavor to economically deliver their product at the various ports. They have tried Greenville and Vicksburg, Miss., as well as Memphis, Tenn., but owing to the long haul by rail from the mines to these Mississippi River points, coupled with the great distance to New Orleans by barge, their efforts have proven unprofitable. Not a few of these large mining companies, the Corona Coal Company predominating, have acquired large and valuable river frontage at Columbus, Miss., believing that some day the National Government would be compelled by the constant demands made upon it to open to navigation the year round the Tombigbee River, thereby furnishing them by short rail and river haul access to the markets of the world through the port of Mobile.

See map No. 3.[a] Distance, Corona to Columbus by rail, 69 miles; Columbus to Mobile, air line, 189 miles.

TIMBER.

Taking the census report of 1900, we find in the six counties named an area in square miles of 4,655. The tax records of these counties show two-thirds of this land open, the other one-third in virgin forests of oak, hickory, walnut, gum, cypress, and pine, making a forest impossible to develop without proper navigation on the Tombigbee of 993,280 acres, that, at the low estimate of 4,000 feet per acre, would produce in lumber approximately 4,000,000,000 feet, worth at the least calculation $10 per thousand, leaving after timber has been cut an acreage of 993,280 in lands that would readily bring $25 per acre, or a total value of $24,832,000.

If this same land were cultivated in cotton, to the growth of which it is peculiarly adapted, the annual increase in the production of cotton in these six counties would be, on a basis of one-third bale to the acre, 331,070 bales, or an annual increase in dollars and cents, at the present value of $50 per bale, of $16,553,500; 165,535 tons of cotton seed from above cotton, at the low estimate of $12 per ton, $1,986,420; total, $18,539,920.

THE CEMENT RESOURCES OF THE TOMBIGBEE RIVER DISTRICT.

The above being a question that has been passed on by geological experts in the employ of the Government, I beg only to call your attention to a few pertinent facts as laid down by these experts, but would suggest that in passing on this very important phase of the matter you read carefully Senate Document No. 165 of the Fifty-eighth Congress, third session. The Hon. Charles D. Walcott, Director United States Geological Survey, in his report, as per above document, makes the following statement:

"Determining the possible value for Portland cement manufacture of a deposit of raw material is a complex problem, depending upon a number of distinct factors, all of which must be given due consideration. The more important of the factors are:

"First. Chemical composition of the material.

"Second. Physical character of the material.

"Third. Amount of material available.

"Fourth. Location of the deposit with respect to transportation routes.

"Fifth. Location of the deposit with relation to fuel supplies.

"Sixth. Location of the deposit with respect to markets."

Your statistician begs to call your attention to the fact that Document No. 165, referred to, shows conclusively that from every standpoint save one, and that transportation, the deposit of high-grade Portland cement material, through, you might say, the center of which flows the Tombigbee, is the most valuable to be found anywhere.

Now, it is this avenue of transportation, making accessible to the markets of the world this inexhaustible supply of Portland cement material, that we pray your honorable body to furnish by the opening, as asked for, of the Tombigbee River.

Were this means of transportation available to-day there would be saved to the National Government many times the cost of the improvement asked for in the cost of the one item alone of Portland cement now being used in the isthmian canal construction.

While it is true that there is now a large cement plant on this river at Demopolis, this creates only limited competition, but were navigation extended up the river the cement industry along the valley of the Tombigbee would equal, if not in a few years outstrip, in tonnage as well as in money valuation the enormous cotton crop now annually produced in this territory.

[a] Not printed.

TONNAGE.

Reports from the several steamers named below give the tonnage handled by them on the Tombigbee between Columbus and Demopolis, season 1904 and 1905:

	Tons.
Vienna, from Columbus to Demopolis, six months' season, 2 trips per week, 48 trips of 500 tons	24,000
City of Camden (of Mobile), January to April, four months' season, 1 trip a week, 16 trips of 900 tons	14,400
Mary (of Mobile), January to April, four months' season, 1 trip a week, 16 trips of 800 tons	12,800
City of Mobile, January to April, four months' season, 2 trips a week, 32 trips of 600 tons	19,200
Ouachita (Mobile), December to May, five months' season, 1 trip a week, 20 trips of 500 tons	10,000
W. J. Bethea, January to April, three months' season, 1 trip a week, 12 trips of 700 tons	8,400
Stone, 32 trips of 800 tons each	25,600
Cornelia C., handling only oak heading to Columbus, December to and including May	5,760
The river report shows that other boats making irregular trips carry from this territory annually	20,000
Total annual tonnage handled on now imperfect state of navigation	140,160

Were a yearly channel depth of 6 feet maintained in the Tombigbee from Columbus to Demopolis, and the adjacent virgin forests cleared and planted in cotton, the cotton produced on this fertile area alone would afford an increased outgoing tonnage in staple of 82,767 tons and in cotton seed of 165,535 tons; total increase of outgoing tonnage by increased production of cotton alone, 248,302 tons, or about 75 per cent increase over the present total incoming and outgoing tonnage.

Add to the above the increase in the incoming tonnage made necessary by the increase in cotton production, such as bagging and ties, flour, corn, and sundry items of merchandise, it is reasonable to suppose that the incoming tonnage, since it would cover a period of twelve months, would equal if not exceed the increased outgoing tonnage. Taking, then, the above estimates and data gathered from the several county seats, coupled with figures submitted by competent judges in and along this territory, were a channel depth of 6 feet maintained in the Tombigbee from Columbus to Demopolis, eliminating from my totals the tonnage of coal that would be barged down the river, as well as the tonnage of cement that would be carried up the river, a reasonable estimate places the annual business at 700,000 tons.

Quoting from a letter under date of October 29, 1903, from the United States engineer's office at Mobile, Ala., to a citizen of this city:

"I am sorry you did not arrange to make the trip down the river with us. I found the river larger than I expected, and its physical conditions appear very favorable for improvement by locks and dams. The valley of the river is immensely fertile and productive, and is urgently in need of better transportation facilities. It would seem that the saving in freight rates on the annual amount of cotton that would be influenced by river transportation would pay a reasonable interest on the investment required for the improvement."

"The Tombigbee River from Demopolis, Ala., to Columbus, Miss." An answer to Document 334, Fifty-ninth Congress, second session, House of Representatives. Referred to the Committee on Rivers and Harbors December 20, 1906, and ordered to be printed. "The improvement of the waterways is the only solution of the congestion of the railroads. The railroad people themselves admit that they are ten years behind the development of the country." Columbus, Miss., January 28, 1907.

[Editorial from the Columbus (Miss.) Dispatch on the engineer's report.]

MAJOR CRAIGHILL'S REPORT.

The Dispatch devotes considerable space this morning to the report of Major Craighill, the Government engineer under whose direction the survey of the Tombigbee was made, and we want every reader of this paper to peruse it carefully. This is the opinion of the engineer as to the feasibility of the work. It will be seen that after making a careful survey of the stream from this city to Demopolis he reports favorably upon every physical obstacle encountered. He shows that the waterfall is not too great to be overcome by a system of locks; he estimates the number of locks and their probable cost; he calls attention to the stable and safe foundations that can be secured, the bottom of the canal being blue rock and limestone; he shows that the banks are high and steep, composed of limestone, affording favorable location for the character of the improvements contemplated; he states that the volume of water is large, much larger than that of the Black Warrior, and that there is ample water for canalization; he reports that there is an abundance of stone, gravel, and sand at all lock sites for the masonry and riprap work; in fact, his report as to the feasibility of the project from an engineering standpoint could not be more favorable. The only surprising paragraph of his report is the last section, in which he advises against the improvement because "apparently the amount of business done would not justify expending the amount of money."

To say that this conclusion is inconsistent with the previous report is placing the case mildly. Mr. Craighill reports that the project is an admirable one from an engineering standpoint, and then knocks it because "apparently" the volume of business done would not justify the expenditure. But let's see what he says about the country through which the river runs, the volume of business at present done, and the prospect for future development.

To begin with, he states that Columbus is a "progressive city of 11,000 inhabitants," surrounded by a "rich, productive, and fertile country." The 156 miles of country through which the river passes from this city to Demopolis is "very productive, and for farming purposes will compare favorably with any other sections of Alabama or Mississippi." "Plantations line both banks of the stream, except where there are large tracts heavily timbered. These plantations yield from one-half to one bale of cotton per acre and from 25 to 40 bushels of corn." "Cotton is the chief crop grown about one-fifteenth of the total crop of the United States being grown here." And he states further that the cotton seed, oil, oil cake, meal, hulls, etc., will about equal the value of the cotton lint itself.

These are his words. Did you ever think what one-fifteenth of the cotton crop of the country amounted to? Forty million dollars! And if the cotton seed, meal, oil, hulls, etc., of this one crop equal the lint cotton, as Major Craighill states, the value of this one crop in this territory is nearly a hundred million dollars—eighty millions being the enormous sum realized annually from this one source alone.

But further he says: "Much of the country along the river and adjacent thereto is heavily timbered with pine, oak, cypress, gum, and sycamore. The making of staves is at present in active operation, and with additional transportation facilities this would most likely become a staple industry." Again he says: "The lime rock producing area is considerable, but it will probably never be made an article of extensive trade without cheap river transportation." Again he says: "Another rock found in the formation of the river bank, called 'Tombigbee rock,' yields a Portland cement which has stood the analytical test. With the river open the year round there is no reason to doubt that cement factories would multiply in this section."

Major Craighill states that no commercial statistics could be obtained at the time of the examination, although every effort was made to secure them.

Now, in view of his own figures given above, showing conclusively that the section through which the river runs is rich in undeveloped resources of every kind, after considering his own estimate that one crop of this section alone is worth $80,000,000 annually now, after contemplating the marvelous possibilities of this section as indicated from his reports as to the timber and cement resources, we would like for Major Craighill to explain how he arrives at the conclusion that "apparently" the volume of business to be done on this river would not justify the expenditure of $2,500,000 for its permanent improvement. His conclusion is inconsistent, his report is contradictory, he reverses himself from his own statement of facts.

The more thoroughly the report of the engineers upon the Tombigbee project is assimilated, the more carefully it is analyzed, the more it is understood, the more firmly fixed is the conviction that there has been some "influence" at work to discredit this project. And this being true, the more determined should become the people of this city and section to combat this influence and to secure for them what is rightfully theirs, cheap river transportation.

A STATEMENT BY CITIZENS OF COLUMBUS.

The report of the United States engineer makes cost of necessary locks and dams to be $2,500,000. Interest on this at 2 per cent would be $50,000, and add the same for annual care and working the locks, the total yearly charge would be $100,000.

The estimate of I. H. Sykes, secretary of the Columbus Progressive Union, of tonnage for the season of 1904–5 is 140,000 tons. If one-half of this is cotton and cotton products, to say 70,000 tons, we have the equivalent of 280,000 bales of cotton. The saving in freight on cotton by river against rail is $1 to $1.25 a bale, so that on this item there is a saving of $280,000. The other 70,000 tons is miscellaneous freight, all carrying a higher rate than cotton; but allowing the same rate, the saving there is $280,000, or a total saving on the whole 140,000 tons of $560,000, more than 20 per cent of the cost of the improvements.

Columbus alone handles an average of 45,000 bales of cotton, on which there would be a saving of $45,000; and on its other freights there would be more than an equal amount, to say altogether $90,000 a year. This estimate is made on a six months' uncertain river.

Indeed, the tonnage carried on the river any year only represents that which the people have been unable to haul to the railroads. The river is seldom navigable before the middle of December—the rains that make it so make the roads impassable. The crops are ready and begin to move in September, so that the river farmer hauls his crop to market before December while the roads are good. That taken by boat is the surplus that could not be hauled, and varies violently according to the seasons.

The figures of I. H. Sykes of 1904–5 are disputed by Mr. Kennerly, an "inspector" of the United States engineer's office at Mobile, but Major Jervey, his superior officer, concedes that the tonnage may have been 52,000 tons. At a saving of $4 a ton on this extremely low tonnage, the saving was $208,000, an excess of $108,000 over interest and maintenance, sufficient to warrant the investment.

This tonnage was derived in five months' operation, uncertain river, and a lot of boats running from the middle of December to the middle of May.

Neither Major Jervey nor Mr. Sykes takes any account of the lumber and stave business done by gasoline boats, barges, and rafting, a business that constitutes a very large part of the export trade of Mobile. Were the river navigable the whole year it would reduce freights at an equivalent of $1 a bale on cotton, and in the same ratio on all commerce in the Tombigbee Valley, whose annual total is valued at $80,000,000. How? If the farmer living on or in wagon reach of the river can ship his cotton to Mobile at $1 a bale, it would all go to the river, as 50 cents a bale will move cotton 20 miles. The railroads would at once meet the competition and reduce their rates accordingly, so that the farmer on the other side of the railroad for, say, 20 to 30 miles would get the benefit of the river competition. The same results would accrue on the east. Thus the commerce of the whole Tombigbee Valley, worth $80,000,000, is affected by this improvement.

One railroad that partakes of this commerce made for the year ending June 30, 1905, after paying all expenses, including rentals and interest on its bonds, net, over 16 per cent on its capital stock. Its earnings up to January 31, 1906, indicated, net, for the year ending June 30, 1906, over 26 per cent. These figures are taken from a banker's statement, handling the securities of the railroad company.

So that a reduction in rates brought about by river competition would not bankrupt the railroads tapping the Tombigbee River. Indeed, the freight rates are practically the same now when the cotton crop is 13,000,000 bales as they were when the crop was 5,000,000 bales.

Laws have been made to protect everything north, east, and west. Vast sums appropriated to dig out their harbors and canalize their rivers, while so little has been done for this section. We are an agricultural people and pay tribute under all their legislation. We have always felt the heavy hand of the Government. Are we never to feel its benign, helping influence? We have seen millions lavished in distant seas on a people of no kith or kin to America. The faith of our Government pledged to guarantee the bonds for railroad construction in the Philippine Islands, so remote, so unimportant in the world's civilization that the average schoolboy can not locate them on the map. The cotton of the South helped more to put up and hold up the gold standard for the country—no affirmations of political platforms or statutes of Congress brought the gold to our shores. It was the exporting of three-fifths of our cotton that brought in the last six years over eighteen hundred million dollars in gold. We are consumers of the products of American mills and American labor, and pay in European gold.

The Government has listed the Tombigbee as its own, a navigable stream. We can not bridge it without an act of Congress. The Government will not improve it, nor will it give a lease to an aggregation of local capital to improve it, nor may we harness its thousands of

wasting horsepower to help the struggling people on its banks. If this be a sample of "government ownership," a thousand times better were it for the people that all public utilities be within private or corporate control.

For twenty-five years have our people appealed to Congress to improve this river; have traveled its long reaches to get together in conventions, have spent time, money, and energy in this behalf, and now, when the Government's own engineer has given in the most conservative language an estimate of the resources of the country it would serve, showing that it produces one-fifteenth of the cotton crop of the United States, affording commerce of the value of $80,000,000, with enormous possibilities, we are again remitted to the waiting list. We have been smitten in Mobile, the house of our friends, riven by the hand of an engineer's clerk, charged with "furnishing information which was not correct" because, forsooth, we are "interested parties." Being thus tipped off in sweeping generalities by his clerk, Major Jervey falls into the error of creating the impression that the steamer *Vienna* was wrecked about a year ago from the date on which he was writing, and therefore not in the trade as noted by Mr. Sykes; and that the *Mary* and *City of Camden* were wrecked in September, 1906, whereas, in fact, the *Vienna* was not wrecked until the middle of February, 1906, and Sykes's report, which he is trying to discredit, is for the season commencing December, 1904, and ending June, 1905. These dates seem to have been overlooked by the whole bunch of Mobile knockers. Sykes makes report of the tonnage for the season commencing in December, 1904, and ending about June 1, 1905. The engineers come along and try to discredit it, because some of the boats carrying the tonnage were wrecked the year following. One is tempted to say there are "interested parties" opposed to the improvement, who have been so careless of dates as to state facts which, in the language of Inspector Kennerly, "is not correct." It is due Major Jervey to say he was a new man, just come into the case, writing about a river he had never seen and making a report on data furnished him by others.

Some Mobile statistics as to cotton.

Year.	Mobile receipts.	Total crop United States.	Proportion Mobile receipts.
1857–58	522,364	3,257,339	Over one-sixth.
1858–59	704,406	4,018,914	Do.
1904–5	330,000	13,565,000	About one twenty-fourth.
1905–6	250,000	11,315,000	About one twenty-second.

During the period 1857, 1858, and 1859 practically all of Mobile's cotton arrived by river and went out by sea.

The Engineer says "that one-fifteenth of the cotton crop now is raised in the Tombigbee Valley." With a river every day of the three hundred and sixty-five the rate on cotton within 250 miles of Mobile, north and northeast, which embraces the Tombigbee River, would be $1.25 per bale less than now. So that it would save the people approximately $1,000,000, and the "port receipts" of Mobile, instead of being as now from 250,000 bales to 350,000 bales, would be nearer 1,000,000 bales. Mobile is the natural port of this section of the country, and with the river the railroads would find it hard to make a rate to any other port in competition with Mobile on account of the distance and service performed, and therefore could not divert the cotton from this port. Then Mobile would come into "her own."

Taking the figures of one of her commercial bodies, the exports of Mobile in 1894, when her harbor had a depth of 17 feet, were only $3,476,000; but in 1906, with a depth of 22 feet, the value was $26,575,000, practically all of which was cotton, its products, and lumber coming out of the Tombigbee and Alabama river valleys. Three-fifths of the South's cotton is exported. Why should not that of the Tombigbee Valley go again via Mobile, as it did prior to 1860? Rates to Mobile on cotton by river have almost always been $1 per bale, whereas rates by rail have almost always been about $2.25 per bale. The result has been that when the boats were put out of the running the cotton has been diverted from Mobile and gone to other ports. In this way the Tombigbee River has been made to run upstream, while the railroads carried commerce from Mobile until the value of her exports was reduced in 1894 to $3,476,000, the equivalent of about 70,000 bales of cotton. If the river had been kept in the running by improvements, so that lines of steamboats could have been established to run the year round, Mobile would to-day be handling the commerce not only of the Tombigbee Valley, but largely that of the Alabama Valley, and her exports might be one hundred millions, and she in grateful sympathy with the struggling thousands back of her in the interior.

The increase in population and enormous increase in products have overtaken and overcropped all the railroads of the United States, and congestion prevails everywhere. The cotton crop a few years back was only 5,000,000 bales, whereas to-day it is 13,000,000. In a greater ratio has the country otherwise multiplied its products. The railroads can not do the business, and the sentiment is universal that Congress should improve the waterways of our country rather than check the prosperity which is dependent upon transportation.

What Captain Craighill, United States engineer, wrote of the Tombigbee Valley in 1903, was true then; its development is more important to-day. Here is his letter:

ENGINEER OFFICE, UNITED STATES ARMY,
Mobile, Ala., October 29, 1903.

Mr. JOHN P. MAYO,
Columbus, Miss.

DEAR SIR: I have just received your letter of the 27th. I am sorry you did not arrange to make the trip down the river with us. We had fine weather and were pleasantly entertained along the route.

I found the river larger than I expected, and its physical conditions appear very favorable for improvement by locks and dams. The valley of the river is immensely fertile and productive, and is urgently in need of better transportation facilities. It would seem that the saving in freight rates on the average annual amount of cotton that would be influenced by river transportation would pay a reasonable interest on the investment required for the improvement, although this feature of the case is one that requires, for a definite determination, more time than I have been able to give to it.

Yours, truly,
W. E. CRAIGHILL,
Captain, Corps of Engineers.

But, all this quibble over figures and surplusage of statistics aside, the question is not whether the tonnage of the river is satisfactory now in its present half-year, uncertain navigation, but whether the people of the Tombigbee Valley are to have an outlet, not so much for its cotton at reduced rates, but for its undeveloped resources of lime, lumber, and cement, which it now holds locked up in inexhaustible quantities—commodities which the world needs, but which can not be marketed for lack of cheap and certain transportation.

C. A. JOHNSTON,
E. R. SHERMAN,
JOHN P. MAYO,
P. W. MAER,
I. H. SYKES,
WALTER WEAVER,
Committee.

The CHAIRMAN. How much time does the gentleman from Tennessee wish?

Mr. GARRETT. I think fifteen minutes will do.

The CHAIRMAN. The gentleman is recognized for fifteen minutes.

Mr. GARRETT. Mr. Chairman, if the ancient mound builders had exercised their activities along the banks of the Mississippi River from the mouth of the Ohio down to the Gulf of Mexico and had piled as much earth along that stream as they did in various other sections of these United States, the present age would be under much greater obligations to them than it usually confesses itself to be; the mystery of why they did it would not be so perplexing, and perhaps the keen desire to know who they were would permeate the breasts of others besides archæologists and ethnologists. Since, however, those ancient denizens of this fair domain failed to seize that opportunity for making later peoples their debtors, it has been left to a more modern and, it is hoped, a more historic race to perform a work which has about it equally as much of "that poetic mist which shrouds the mounds scattered by the ancients in Ohio valleys" as have they, and in addition thereto has a practical, materialistic phase which, if possessed by the hillocks constructed by those mysterious people of the past, is shrouded in a fog much denser than the poetic clouds. The levees and improvements of the Mississippi River are poetically materialistic or materialistically poetic, just as your paradox hunter may choose, but the material aspect is probably most interesting to most people.

The construction of levees along the Mississippi River for protection against high waters has been under way for nearly or quite two-thirds of a century. In parts of Louisiana it may have begun farther back than that. The early work was carried on wholly by the States or communities bordering on the stream, the money for the purpose being raised in different ways. A good many thousands of good dollars have been expended on projects which subsequently had to be abandoned on account of the shifting of the current or channel, but usually even the temporary protection afforded has more than repaid all such expenditures.

It was not until after 1879 that the Federal Government began to lend aid to the work—in fact, but little aid for protective purposes was given until after 1890. The General Government began the work for the purpose of improving the navigation of the stream, the theory being advanced that by the construction of levees, wing dams, and jetties, so as to give direction to the current and restrain the waters in times of flood within a narrow space, the additional force given by the weight of the waters would scour the channel and prevent the formation of bars by the deposit of sediment. This theory had been successfully applied by Capt. James B. Eads in opening and keeping open a deep channel through the South Pass of the Mississippi River from the head of that pass to the Gulf. This distinguished engineer, born in Indiana in 1820, became a clerk on a steamboat running on the Mississippi River in 1839. For many years he studied engineering problems, particularly those relating to navigation on that river.

From 1867 to 1874 he was engaged in the construction of the great steel-arch bridge that bears his name which spans the river at St. Louis. After successfully completing this magnificent structure he turned his attention to the matter of providing a ship channel from New Orleans to the Gulf. This project was receiving the attention of the Federal Government, and at the first session of the Forty-third Congress (in 1874) the appointment of a commission of engineers to make surveys and report a plan and probable cost of its consummation was authorized. This report was made to the second session of that Congress. In the meantime Captain Eads had been studying the problem for himself, and he appeared at this session and proposed to accomplish the work for considerably less than the amount estimated by the commission, and proposed to do it at his own risk—that is, to receive no pay unless he succeeded. By act of March 3, 1875, his proposition was accepted, and he was author-

ized to proceed. This he did, and succeeded to the full extent of his expectations. It was the crowning engineering feat of his life—one of the greatest of the century. His success in that undertaking led to the question being propounded, Why could the theory not be successfully applied to the entire river? Captain Eads declared that it could. This opinion, coming from one who had so abundantly proven his faith by his works, naturally had great weight, sufficient, in fact, to determine Congress to undertake it. The first step taken was the creation of a permanent commission, to be known as the "Mississippi River Commission," this being done by act of June 18, 1879. It consists of seven members, "three of whom shall be selected from the Engineer Corps of the Army, one from the Coast and Geodetic Survey, and three from civil life, two of whom shall be civil engineers."

It was made the duty of the Commission in the act creating it—

To take into consideration and mature such plan or plans and estimates as will correct, permanently locate, and deepen the channel and protect the banks of the Mississippi River; improve and give safety and ease to the navigation thereof; prevent destructive floods; promote and facilitate commerce, trade, and the postal service.

The actual execution of the work has been provided for from time to time in the bills making appropriations therefor.

The bill creating the Commission met with but slight opposition in Congress, only eleven votes being cast against it in the House and four in the Senate. One of the advocates of the bill in the House was the Hon. James A. Garfield. His brief speech in support of it deserves to rank with any of his efforts for pure, chaste English and eloquent phrase. He pointed out the fact that it was to secure control of the Mississippi River that Jefferson strained his conceptions of the Constitution to purchase Louisiana from France and stated that if there had been no other reason for the Northern Army doing battle against the Southern Confederacy the importance of having freedom of navigation over the lower Mississippi River would have compelled them to it. One paragraph of the speech is as follows:

I believe that one of the grandest of our national interests—one that is national in the largest material sense of that word—is the Mississippi River and its navigable tributaries. It is the most gigantic single natural feature of our continent, far transcending the glory of the ancient Nile or of any river on the earth. The statesmanship of America must grapple the problem of this mighty stream. It is too vast for any State to handle; too much for any authority less than the nation itself to manage. And I believe the time will come when the liberal minded statesmanship of this country will devise a wise and comprehensive system that will harness the powers of this great river to the material interests of America, so that not only all the people who live on its banks and the banks of its confluents, but all the citizens of the Republic, whether dwellers in the central valley or on the slope of either ocean, will recognize the importance of preserving and perfecting this great natural bond of national union between the North and South—a bond to be so strengthened by commerce and intercourse that it can never be severed.

It should be borne in mind that prior to this time, with the exception of the work of Captain Eads, practically nothing had been done by the Federal Government for the improvement of the Mississippi River, particularly what is called "the lower river;" that is, from the mouth of the Ohio down.

Proceeding on the Eads theory two levees were constructed. One was in Lauderdale County, Tenn., known as the "Plum Point reach levee," extending from the town of Ashport to near Old Fort Pillow, famed in the war of secession as the scene of many military exploits, chief of which was its capture by the Confederate General Forrest with his cavalry in 1864. The other was the Lake Providence reach levee, above Vicksburg, in Mississippi. The results obtained from these were entirely satisfactory to the Commission, but about the time of their completion an event occurred which put an end to general levee construction for keeping channels open. This was the invention of the hydraulic dredge, which first proved its efficiency in the harbor at San Francisco. After experiments had demonstrated the utility of this method, the Commission, acting under authority given by Congress, had a number of these modern dredge boats constructed, and they have since been utilized, levees being constructed merely to preserve the banks and revetment and riprap work to prevent caving.

In the meantime sentiment had been growing for participation by the Federal Government in levee construction for the protection of lands from floods or overflow. It was insisted that the river belonged to the Government, was wholly subject to its control, and that the Government might very properly keep its property off that of the people. This sentiment received the indorsement of Congress, and since 1890 allotments have been made by the Commission, subject to approval by the Chief of Engineers of the War Department, to local levee boards. No appropriation for specific projects are made by Congress (except occasionally a survey is specifically ordered), but a lump sum is appropriated and turned over to the Commission for allotment. The usual amount for several years past has been $2,000,000 per annum, of which ordinarily one million has been devoted to channel work and one million to protective levees.

The Commission has permanent headquarters at St. Louis, Mo., and usually two inspection trips are made each year from that point to New Orleans—one in the spring and one in the fall. Notice of these trips is sent out in advance to officials of the State or local levee boards, and these officials meet the Commission at various points along the river and present their claims for allotments. The basis of these allotments, to quote the statement of Col. O. H. Ernst, president of the Commission, is "their (that is, the local levee projects) needs largely, and a little bit according to their desire to help." The Commission has never initiated any protective levee. State or local boards must first take up the matter and begin the work, and the Commission, if it deems it worthy, will then give aid.

For convenience in administration the river is divided by the Commission into four engineer districts. These divisions are with reference to the channel work. For the protective levy work the engineer districts are subdivided into levee districts, and in letting contracts for construction these latter are further subdivided into sections. All United States levee work is under the general control of the engineer in charge of the engineer district in which located. The grade of the levees varies according to the topography and drainage of the sections they are designed to protect. The Mississippi River Commission grade is 2 feet above the highest water mark, with a base three times the width of the crown, technically called a slope of 3 on 1. In the system as outlined and projected to the close of the fiscal year, June 30, 1906, there were included 1,510½ miles of levee. When completed this system will contain 277,271,250 cubic yards of earth. Up to May 1, 1906, 205,877,020 cubic yards had been placed. Of these probably about 60 per cent was placed by local boards—in some districts more and in others much less. On May 31, 1906, contracts had been let by various local boards for the placing of 3,698,238 cubic yards and by the United States 4,000,219 cubic yards, a total of 7,698,457 cubic yards. Much of this has been since completed, but exact figures are not available. The year 1905–6 was exceedingly unfavorable to levee construction by reason of the excessive rainfall and the quarantine during the yellow-fever epidemic, but little more than a third as much being built in that year as in 1904–5. The average cost of construction is 17 cents per cubic yard, the work being let by contract.

The total amount expended on levees by the Federal Government below Cairo from July 1, 1879, when the Commission began its work, to July 1, 1906, is $20,612,317.06. This includes the expenditures for the early levees designed for navigation rather than protective purposes. The area of country protected by this system is approximately 27,000 square miles, or about 117,000,000 acres. The soil of the protected area is alluvial and very productive. Its actual value now is from thirty to sixty dollars per acre, and with the completion of the system it will be still further enhanced. Of course, large portions of these lands were in cultivation before levees were constructed, but practically all of them were subject to overflow, and millions of acres were wholly untillable. One of the largest and probably richest sections redeemed by the work is that of the St. Francis River Basin in Missouri and Arkansas, about 4,200 square miles, or more than two and one-half million acres. Very little of this was tillable prior to the levee work. It was swampy, marshy, and subject to overflow for 50 miles inland. With the construction of the levees, the basin has become a theater of bustling activity. Valuable timber in almost unheard-of quantities was rendered attainable and the exceeding fertility of the soil has made it one of the most valuable agricultural sections in the world.

So far only the longer stretches—that is, the larger basins and those which could be most easily cared for—have been leveed. Sections filled with tributary rivers and creeks present an exceedingly difficult engineering problem—one that at many places can doubtless be solved only by constructing wing or lateral dikes along such tributaries. The expense of this will be very great, of course, and that work will hardly be undertaken until the increase of population is such as to render the land absolutely necessary. There has been more or less agitation during the past few years of the matter of the Federal Government taking entire control of the levee systems and keeping it in repair. This may be some time done, but it is not at all probable until the system shall have been completed, if then. [Applause.]

The following tabulated statements, made up from various reports of the Mississippi River Commission, may be of interest to those who desire detailed information:

Mississippi River Commission district.

Levee district.	State.	Bank.	Miles below Cairo.
Upper St. Francis	Missouri	West	0 to 70
Reelfoot	Kentucky and Tennessee.	East	36 to 60
Lower St. Francis	Arkansas	West	79 to 298
Upper Yazoo	Mississippi	East	244 to 365
White River	Arkansas	West	306 to 385
Lower Yazoo	Mississippi	East	365 to 592
Upper Tensas	Arkansas	West	402 to 606
Lower Tensas	Arkansas and Louisiana	do	764 to 885
Atchafalaya	Louisiana	do	764 to 885
Lafourche	do	do	885 to 960
Barataria	do	do	980 to 1,048
Ponchartrain	do	East	835 to 956
Lake Borgne	do	do	868 to 1,047

State and local districts.

District.	State.	Bank.	Miles below Cairo.
Levee district No. 1	Missouri	West	0 to 45
Reelfoot	Kentucky and Tennessee.	East	37 to 58
St. Francis, of Missouri	Missouri	West	79 to 128
St. Francis, of Arkansas	Arkansas	do	128 to 298
Yazoo-Mississippi delta	Mississippi	East	243 to 365
Cotton Belt	Arkansas	West	306 to 335
Laconia	do	do	335 to 385
Mississippi	Mississippi	East	365 to 580
Red Fork	Arkansas	West	402 to 427
Desha	do	do	427 to 442
Chicot	do	do	442 to 520
Tensas	Louisiana	(a)	
Fifth Louisiana	do	West	520 to 764
Atchafalaya	do	do	765 to 886
Ponchartrain	do	East	834 to 960
Lafourche	do	West	962 to 982
Orleans	do	Both	{b 968 to 982 / c 960 to 972}
Lake Borgne	do	East	972 to 1,019
Grand Prairie	do	do	1,019 to 1,052
Buras	do	West	1,020 to 1,053

a No front on river. b On west. c On east.

The following table shows the number of miles in each Mississippi River Commission district, the square miles protected, contents May 1, 1906, and estimated final contents:

District.	Miles in system.	Area protected.	Contents, May 1, 1906.	Estimated final contents.	State.
		Sq. miles.	*Cubic yards.*	*Cubic yards.*	
Upper St. Francis	58.00	700	1,218,411	5,462,548	Missouri.
Reelfoot	20.00	318	1,068,761	2,305,414	Kentucky and Tennessee.
Lower St. Francis	210.00	3,500	19,450,716	24,497,681	Arkansas.
Upper Yazoo	124.00	3,281	23,429,577	27,668,581	Mississippi.
White River	74.00	910	9,975,469	16,638,218	Arkansas.
Lower Yazoo	188.60	3,367	38,206,292	51,486,093	Mississippi.
Upper Tensas	190.20	2,875	33,742,091	48,998,306	Arkansas.
Lower Tensas	142.76	2,080	20,265,284	31,870,733	Arkansas and Louisiana.
Atchafalaya	128.46	6,085	21,370,269	25,722,737	Louisiana.
Ponchartrain	125.64	.....	17,113,544	21,709,024	Do.
Lafourche	82.16	.....	8,945,302	11,404,596	Do.
Lake Borgne	77.07	.....	3,771,223	5,124,973	Do.
Barataria	71.88	.....	3,222,141	4,382,396	Do.

Mr. BURTON of Ohio. Mr. Chairman, I move that the committee do now rise.

The motion was agreed to.

The committee accordingly rose; and the Speaker having resumed the chair, Mr. CURRIER, Chairman of the Committee of the Whole House on the state of the Union, reported that that committee had had under consideration the bill H. R. 24991, the river and harbor appropriation bill, and had come to no resolution thereon.

WOMAN AND CHILD LABOR.

Mr. TAWNEY. Mr. Speaker, I am directed by the Committee on Appropriations to submit the following resolution and ask for its present consideration.

The SPEAKER. The gentleman from Minnesota, by direction of the Committee on Appropriations, submits the following resolution, with a request for its present consideration. The Clerk will report the resolution.

The Clerk read as follows:

Whereas Congress has passed an act "To authorize the Secretary of Commerce and Labor to investigate and report upon the industrial, social, moral, educational, and physical condition of women and children in the United States;" and

Whereas Congress is called upon to appropriate money to carry out said act; and

Whereas bills are pending in the Congress having for their object the regulation and control of the employment of children in factories and mines and to prevent abuses therein; and

Whereas in appropriating money to execute the act aforesaid and in consideration of the aforesaid bills it is important that the House be fully advised as to the jurisdiction of Congress over the subject of woman and child labor, and to what extent Congress has power to enact such legislation as would tend to do away with the abuses thereof and to ameliorate the condition of women and child laborers: Therefore, be it

Resolved, That the Judiciary Committee be, and it is hereby, directed to immediately investigate and report to the House at this session the extent of the jurisdiction and authority of Congress over the subject of woman and child labor, and to what extent and by what means Congress has authority to suppress abuses of such labor or to ameliorate conditions surrounding the employment of such laborers.

The SPEAKER. Is there objection?

There was no objection.

The resolution was agreed to.

FREE ALCOHOL.

Mr. HILL of Connecticut. Mr. Speaker, I ask that there may be a reprint of the report on House bill 24816, with reference to free alcohol.

The SPEAKER. Is there objection to the request of the gentleman from Connecticut?

There was no objection.

UNITED STATES COURTS, MIDDLE DISTRICT OF TENNESSEE.

Mr. MOON of Tennessee. Mr. Speaker, I ask unanimous consent for the present consideration of the bill (H. R. 25034) to change the time of holding circuit and district courts of the United States for the middle district of Tennessee.

The bill was read, as follows:

Be it enacted, etc., That the term of the circuit and district courts of the United States for the middle district of Tennessee, held at Nashville, shall commence on the first Monday in April each year instead of the third Monday in April, as now provided by law.

Mr. MOON of Tennessee. Mr. Speaker, I offer an amendment to the bill.

The SPEAKER. The Clerk will report the amendment.

The Clerk read as follows:

SEC. 2. That the terms of the circuit and district courts of the United States for the eastern district of Tennessee, held at Chattanooga, shall commence on the first Monday in May of each year instead of the first Monday in April, as now provided by law.

The SPEAKER. Is there objection?

There was no objection.

The amendment was agreed to.

The bill as amended was ordered to be engrossed and read a third time; and was accordingly read the third time, and passed.

ENROLLED BILLS PRESENTED TO THE PRESIDENT FOR HIS APPROVAL.

Mr. WACHTER, from the Committee on Enrolled Bills, reported that this day they had presented to the President of the United States, for his approval, the following bills:

H. R. 1185. An act granting a pension to Josiah C. Hancock;

H. R. 7211. An act granting a pension to James C. Southerland;

H. R. 7551. An act granting a pension to Daniel Robb;

H. R. 8732. An act granting a pension to Ellen S. Gifford;

H. R. 9100. An act granting a pension to Nancy C. Paine;

H. R. 9113. An act granting a pension to Elizabeth Cleaver;

H. R. 9673. An act granting a pension to Oliver H. Griffin;

H. R. 9921. An act granting a pension to Ann Lytle;

H. R. 10760. An act granting a pension to Libbie A. Merrill;

H. R. 13201. An act granting a pension to Sarah A. Jones;

H. R. 13884. An act granting a pension to Helen Augusta Mason Boynton;

H. R. 14046. An act granting a pension to Jimison F. Skeens;

H. R. 14263. An act granting a pension to Fidelia Sellers;

H. R. 15202. An act granting a pension to Henry Peetsch;

H. R. 15630. An act granting a pension to Sarah Kizer;

H. R. 16002. An act granting a pension to Theodore T. Bruce;

H. R. 17988. An act granting a pension to Edward G. Hausen;

H. R. 18791. An act granting a pension to Michael Bocoskey;

H. R. 19490. An act granting a pension to Estelle I. Reed;

H. R. 20292. An act granting a pension to Howard William Archer;

H. R. 20327. An act granting a pension to Elizabeth A. Downie;

H. R. 20725. An act granting a pension to Hope Martin;

H. R. 637. An act granting an increase of pension to William H. Bone;

H. R. 676. An act granting an increase of pension to Musgrove E. O'Connor;

H. R. 725. An act granting an increase of pension to George E. Smith;

H. R. 742. An act granting an increase of pension to James Wintersteen;

H. R. 1144. An act granting an increase of pension to Franklin McFalls;

H. R. 1150. An act granting an increase of pension to Emma J. Turner;

H. R. 1252. An act granting an increase of pension to Mary E. Mathes;
H. R. 1337. An act granting an increase of pension to James B. Evans;
H. R. 1512. An act granting an increase of pension to Melvin T. Edmonds;
H. R. 1693. An act granting an increase of pension to Joseph Q. Oviatt;
H. R. 1717. An act granting an increase of pension to George M. Fowler;
H. R. 1723. An act granting an increase of pension to Rutson J. Bullock;
H. R. 1937. An act granting an increase of pension to Joseph B. Williams;
H. R. 2055. An act granting an increase of pension to Joanna L. Cox;
H. R. 2056. An act granting an increase of pension to Lucas Longendycke;
H. R. 2175. An act granting an increase of pension to James W. Bliss, alias James Warren;
H. R. 2286. An act granting an increase of pension to Jacob Miller;
H. R. 2399. An act granting an increase of pension to Charles F. Sancrainte;
H. R. 2421. An act granting an increase of pension to Daniel S. Mevis;
H. R. 2726. An act granting an increase of pension to John C. Keach;
H. R. 2764. An act granting an increase of pension to George L. Robinson;
H. R. 2769. An act granting an increase of pension to Ethan A. Valentine;
H. R. 2793. An act granting an increase of pension to Nathan D. Chapman;
H. R. 2826. An act granting an increase of pension to Samuel Prochel;
H. R. 3226. An act granting an increase of pension to John E. Leahy;
H. R. 3740. An act granting an increase of pension to John G. H. Armistead;
H. R. 3989. An act granting an increase of pension to Hiram T. Houghton;
H. R. 4149. An act granting an increase of pension to Thompson Wall;
H. R. 4151. An act granting an increase of pension to John W. Howard;
H. R. 4166. An act granting an increase of pension to John G. V. Herndon;
H. R. 4346. An act granting an increase of pension to Thomas H. B. Schooling;
H. R. 4351. An act granting an increase of pension to George A. Johnson;
H. R. 4670. An act granting an increase of pension to Edward B. Tanner;
H. R. 4673. An act granting an increase of pension to Samuel Rowe;
H. R. 4692. An act granting an increase of pension to Levi Welch;
H. R. 4719. An act granting an increase of pension to Mary J. Trumbull;
H. R. 4833. An act granting an increase of pension to Samuel F. Anderson;
H. R. 5063. An act granting an increase of pension to William G. Miller;
H. R. 5172. An act granting an increase of pension to Milton Stratton;
H. R. 5173. An act granting an increase of pension to Jacob Henninger;
H. R. 5174. An act granting an increase of pension to Patrick Turney;
H. R. 5187. An act granting an increase of pension to Robert John;
H. R. 5200. An act granting an increase of pension to John F. McBride;
H. R. 5209. An act granting an increase of pension to Edward R. Dunbar;
H. R. 5595. An act granting an increase of pension to Elisha Brown;
H. R. 5648. An act granting an increase of pension to William Hand;
H. R. 5729. An act granting an increase of pension to Norman H. Cole;
H. R. 5776. An act granting an increase of pension to Priscilla A. Campbell;
H. R. 5801. An act granting an increase of pension to Algernon E. Castner;
H. R. 5803. An act granting an increase of pension to Edwin L. Roberts;
H. R. 5829. An act granting an increase of pension to George Anderson;
H. R. 6057. An act granting an increase of pension to Emery Crawford;
H. R. 6060. An act granting an increase of pension to Lorenzo B. Fish;
H. R. 6088. An act granting an increase of pension to James R. Chapman;
H. R. 6145. An act granting an increase of pension to Parris J. Latham;
H. R. 6165. An act granting an increase of pension to Nelson Everson;
H. R. 6189. An act granting an increase of pension to Arthur Tibbitts;
H. R. 6424. An act granting an increase of pension to George Price;
H. R. 6493. An act granting an increase of pension to Eli Boynton;
H. R. 6519. An act granting an increase of pension to Samuel W. Whybark;
H. R. 6524. An act granting an increase of pension to Amos Snyder;
H. R. 6537. An act granting an increase of pension to William Jackson;
H. R. 6705. An act granting an increase of pension to William H. Zachery;
H. R. 6894. An act granting an increase of pension to Daniel O. Corbin;
H. R. 6920. An act granting an increase of pension to Simon Millison;
H. R. 7247. An act granting an increase of pension to Lorenzo Sink;
H. R. 7378. An act granting an increase of pension to John L. Brown;
H. R. 7393. An act granting an increase of pension to Ferdinand David;
H. R. 7411. An act granting an increase of pension to Tobias Fisher;
H. R. 7417. An act granting an increase of pension to Gibson Helms;
H. R. 7544. An act granting an increase of pension to Gustavus F. E. Raschig;
H. R. 7555. An act granting an increase of pension to John S. Roseberry;
H. R. 7581. An act granting an increase of pension to Emile Cloe;
H. R. 7666. An act granting an increase of pension to Joseph C. Mahaffey;
H. R. 7804. An act granting an increase of pension to John Frett, jr.;
H. R. 7834. An act granting an increase of pension to Joseph Amos;
H. R. 7912. An act granting an increase of pension to James M. Lawder;
H. R. 8136. An act granting an increase of pension to Joseph A. Scroggs;
H. R. 8159. An act granting an increase of pension to Charles Leathers;
H. R. 8247. An act granting an increase of pension to Sarah J. Littleton;
H. R. 8312. An act granting an increase of pension to Abram Sours;
H. R. 8335. An act granting an increase of pension to John T. Harvey;
H. R. 8338. An act granting an increase of pension to Isaac S. Doan;
H. R. 8373. An act granting an increase of pension to Patrick Weir;
H. R. 8553. An act granting an increase of pension to Thomas E. Aylsworth;
H. R. 8667. An act granting an increase of pension to Andrew Larick;
H. R. 8668. An act granting an increase of pension to Stephen H. Rogers;
H. R. 8683. An act granting an increase of pension to William D. Voris;
H. R. 8915. An act granting an increase of pension to Susan Woolley;
H. R. 8925. An act granting an increase of pension to Chester Simpson;

H. R. 8958. An act granting an increase of pension to David Bowen;

H. R. 9024. An act granting an increase of pension to Lewis Lennox;

H. R. 9090. An act granting an increase of pension to Amasa B. Saxton;

H. R. 9218. An act granting an increase of pension to William T. Blanchard;

H. R. 9250. An act granting an increase of pension to Obediah B. Nations;

H. R. 9278. An act granting an increase of pension to Melville A. Nichols;

H. R. 9402. An act granting an increase of pension to Adam S. Van Vorst;

H. R. 9403. An act granting an increase of pension to Kate E. Hanna; and

H. R. 9816. An act granting an increase of pension to Charles A. Spanogle, alias Andrew C. Spanogle.

FORT BERTHOLD MILITARY RESERVATION, N. DAK.

Mr. GRONNA. Mr. Speaker, I ask unanimous consent for the present consideration of the bill (H. R. 24473) to define the status of certain patents and pending entries, selections, and filings on lands formerly within the Fort Berthold Indian Reservation in North Dakota.

The bill was read, as follows:

Be it enacted, etc., That all patents heretofore issued on entries and selections made without fraud under any of the laws providing for disposal of the public lands on lands formerly within the Fort Berthold Indian Reservation, in North Dakota, which were opened to settlement by the President's proclamation dated May 20, 1891, pursuant to the provisions of an act entitled "An act making appropriations for the current and contingent expenses of the Indian Department and fulfilling treaty stipulations with various Indian tribes for the year ending June 30, 1892, and for other purposes," approved March 3, 1891, shall have the same effect, and all pending entries, selections, or filings embracing such lands made prior to December 1, 1906, shall be disposed of in the same manner and under the same restrictions and limitations, as if the lands included in such patents, entries, selections, or filings had been subject to disposition under the general provisions of the public-land laws.

The SPEAKER. Is there objection?

Mr. PAYNE. Mr. Speaker, reserving the right to object, I should like to have an explanation of this.

Mr. GRONNA. Mr. Speaker, this bill was introduced at the request of the Department. The Fort Berthold Reservation was opened under the act of March 3, 1891, by a proclamation made by President Harrison on the 20th of May, the same year. The provisions of that law are these: The lands in question were open to settlement and entry under the homestead laws only; that when commutations are made under the homestead laws the price of $1.50 per acre should be paid. At this time the lands were unsurveyed, but after the surveys were made and approved, when the tract books were opened for recording, no notations were made by the Department, and they failed to instruct the local land office that $1.50 per acre should be paid instead of the price of $1.25 an acre under the general law. Now, they have been permitted to go on, and a number of proofs have been made and in many cases patents issued, and a great many entries and patents are suspended, and this bill is simply to correct the mistake made by the Department.

Mr. PAYNE. It is to allow the patents to issue at $1.25 per acre instead of $1.50 per acre?

Mr. GRONNA. Yes.

Mr. PAYNE. Is it recommended by the Secretary of the Interior and the Land Office?

Mr. GRONNA. Yes.

Mr. PAYNE. Is it a unanimous report of the committee?

Mr. GRONNA. It is a unanimous report of the committee, and we have letters from the Secretary of the Interior and the Commissioner of the General Land Office recommending it.

The bill was ordered to be engrossed and read a third time, was read the third time, and passed.

On motion of Mr. GRONNA, a motion to reconsider the last vote was laid on the table.

LORENZO F. HARMON.

The SPEAKER laid before the House the following Senate concurrent resolution.

The Clerk read as follows:

Senate concurrent resolution No. 45.

Resolved by the Senate (the House of Representatives concurring), That the President be requested to return the bill (S. 1879) entitled "An act granting an increase of pension to Lorenzo F. Harmon."

The SPEAKER. Is there objection to the present consideration of the concurrent resolution?

There was no objection.

The Senate concurrent resolution was agreed to.

LEAVE OF ABSENCE.

Mr. KLINE, by unanimous consent, obtained leave of absence for four days on account of important business.

Mr. BURTON of Ohio. Mr. Speaker, I move that the House do now adjourn.

The motion was agreed to; accordingly (at 5 o'clock and 12 minutes p. m.) the House adjourned.

EXECUTIVE COMMUNICATIONS.

Under clause 2 of Rule XXIV, the following executive communications were taken from the Speaker's table and referred as follows:

A letter from the vice-president of the Georgetown and Tennallytown Railway Company, transmitting the report for the year ended December 31, 1906—to the Committee on the District of Columbia, and ordered to be printed.

A letter from the vice-president of the Anacostia and Potomac River Railroad Company, transmitting the report for the year ended December 31, 1906—to the Committee on the District of Columbia, and ordered to be printed.

A letter from the vice-president of the City and Suburban Railway of Washington, transmitting the report for the year ended December 31, 1906—to the Committee on the District of Columbia, and ordered to be printed.

A letter from the vice-president of the Brightwood Railway Company, transmitting the report for the year ended December 31, 1906—to the Committee on the District of Columbia, and ordered to be printed.

A letter from the vice-president of the Washington Railway and Electric Company, transmitting the report for the year ended December 31, 1906—to the Committee on the District of Columbia, and ordered to be printed.

A letter from the president of the East Washington Heights Traction Railway Company, transmitting the report for the year ended December 31, 1906—to the Committee on the District of Columbia, and ordered to be printed.

A letter from the assistant clerk of the Court of Claims, transmitting a copy of the conclusions of fact and law in the French spoliation cases relating to the brig *Sally*, John V. Villett, master—to the Committee on Claims, and ordered to be printed.

A letter from the Secretary of the Interior, transmitting, with a copy of a letter from the Commissioner of Patents, a copy of the decisions of the Commissioner and of United States courts in patent cases for the year 1906—to the Committee on Patents, and ordered to be printed.

A letter from the Secretary of War, transmitting, with a letter from the Chief of Engineers, report of examination of project for interior waterway from the Rio Grande to the Mississippi—to the Committee on Rivers and Harbors, and ordered to be printed, with illustrations.

REPORTS OF COMMITTEES ON PUBLIC BILLS AND RESOLUTIONS.

Under clause 2 of Rule XIII, bills and resolution of the following titles were severally reported from committees, delivered to the Clerk, and referred to the several Calendars therein named, as follows:

Mr. MANN, from the Committee on Interstate and Foreign Commerce, to which was referred the bill of the House (H. R. 25242) to authorize additional aids to navigation in the Light-House Establishment, and for other purposes, reported the same with amendment, accompanied by a report (No. 7111); which said bill and report were referred to the Committee of the Whole House on the state of the Union.

Mr. POWERS, from the Committee on the Territories, to which was referred the bill of the House (H. R. 25184) to relieve the Tanana Mines Railroad in Alaska from taxation, reported the same without amendment, accompanied by a report (No. 7112); which said bill and report were referred to the Committee of the Whole House on the state of the Union.

Mr. FOSTER of Indiana, from the Committee on the Judiciary, to which was referred the bill of the House (H. R. 24046) to incorporate the Hungarian Reformed Federation of America, reported the same with amendment, accompanied by a report (No. 7105); which said bill and report were referred to the House Calendar.

Mr. BRICK, from the Committee on the Territories, to which was referred the bill of the House (H. R. 25032) to amend an act entitled "An act for the protection of game in Alaska, and for other purposes," approved June 7, 1902, reported the same without amendment, accompanied by a report (No. 7106); which said bill and report were referred to the House Calendar.

Mr. STEVENS of Minnesota, from the Committee on Inter-

state and Foreign Commerce, to which was referred the bill of the House (H. R. 24817) to amend an act entitled "An act permitting the building of a dam across the Mississippi River in the county of Morrison, State of Minnesota," approved June 4, 1906, reported the same without amendment, accompanied by a report (No. 7107); which said bill and report were referred to the House Calendar.

Mr. CUSHMAN, from the Committee on Interstate and Foreign Commerce, to which was referred the bill of the House (H. R. 24928) authorizing the construction of a dam across the Snake River, in the State of Washington, by the Benton Water Company, reported the same with amendment, accompanied by a report (No. 7108); which said bill and report were referred to the House Calendar.

Mr. STEVENS of Minnesota, from the Committee on Interstate and Foreign Commerce, to which was referred the bill of the House (H. R. 24988) to authorize the Pike Rapids Power Company, a Minnesota corporation, its successors or assigns, to construct a dam across the Mississippi River in Morrison County, Minn., reported the same with amendment, accompanied by a report (No. 7109); which said bill and report were referred to the House Calendar.

Mr. ADAMSON, from the Committee on Interstate and Foreign Commerce, to which was referred the bill of the House (H. R. 25043) to authorize the Atlanta, Birmingham and Atlantic Railroad Company to construct a bridge across the Chattahoochee River in the State of Georgia, reported the same without amendment, accompanied by a report (No. 7110); which said bill and report were referred to the House Calendar.

Mr. HIGGINS, from the Committee on the Territories, to which was referred the bill of the House (H. R. 23720) to aid the Council City and Solomon River Railroad Company, reported the same without amendment, accompanied by a report (No. 7114); which said bill and report were referred to the House Calendar.

Mr. BRANTLEY, from the Committee on the Judiciary, to which was referred the bill of the House (H. R. 16479) to make spirituous, malt, vinous, and intoxicating liquors of all kinds, in interstate commerce, a special class in such commerce, and to regulate in certain cases the transportation and sale thereof, reported the same with amendment, accompanied by a report (No. 7115); which said bill and report were referred to the House Calendar.

Mr. LOVERING, from the Committee on Interstate and Foreign Commerce, to which was referred the resolution of the House (H. Res. 795) requesting the Secretary of Commerce and Labor to investigate the price of cotton, etc., reported the same with amendment, accompanied by a report (No. 7116); which said resolution and report were referred to the House Calendar.

REPORTS OF COMMITTEES ON PRIVATE BILLS AND RESOLUTIONS.

Under clause 2 of Rule XIII, private bill and resolution of the following titles were severally reported from committees, delivered to the Clerk, and referred to the Committee of the Whole House, as follows:

Mr. FULKERSON, from the Committee on War Claims, to which was referred the bill of the House H. R. 11060, reported in lieu thereof a resolution (H. Res. 804) referring to the Court of Claims the papers in the case of Jacob C. Barkley, accompanied by a report (No. 7104); which said resolution and report were referred to the Private Calendar.

Mr. BATES, from the Committee on Naval Affairs, to which was referred the bill of the Senate (S. 5352) for the relief of William H. Osenburg, reported the same without amendment, accompanied by a report (No. 7113); which said bill and report were referred to the Private Calendar.

PUBLIC BILLS, RESOLUTIONS, AND MEMORIALS INTRODUCED.

Under clause 3 of Rule XXII, bills and resolutions of the following titles were introduced and severally referred as follows:

By Mr. PARSONS: A bill (H. R. 25290) for the relief of claimants who have paid money into the United States Treasury under the compulsion of an unconstitutional statute—to the Committee on the Judiciary.

By Mr. KINKAID: A bill (H. R. 25291) pertaining to the public lands in Nebraska described and affected by an act approved April 28, 1904—to the Committee on the Public Lands.

By Mr. NORRIS: A bill (H. R. 25292) to divide the judicial district of Nebraska into divisions and to provide for an additional district judge in said district—to the Committee on the Judiciary.

Mr. TAYLOR of Ohio: A bill (H. R. 25293) to authorize the towns of Takoma, Md., and Chevy Chase, Md., to connect their water systems with the water system of the District of Columbia—to the Committee on the District of Columbia.

By Mr. FULKERSON, from the Committee on War Claims: A resolution (H. Res. 804) referring to the Court of Claims the bill H. R. 11060—to the Private Calendar.

By Mr. BURTON of Ohio: A resolution (H. Res. 805) to pay James H. Cassidy, clerk to the Committee on Rivers and Harbors, the sum of $1,000 as compensation for additional services rendered—to the Committee on Accounts.

Also, a resolution (H. Res. 806) to pay Joseph H. McGann, assistant clerk to the Committee on Rivers and Harbors, the sum of $600 as compensation for additional services rendered—to the Committee on Accounts.

PRIVATE BILLS AND RESOLUTIONS INTRODUCED.

Under clause 1 of Rule XXII, private bills and resolutions of the following titles were introduced and severally referred as follows:

By Mr. ANDREWS: A bill (H. R. 25294) granting an increase of pension to Maria C. Lopez—to the Committee on Invalid Pensions.

By Mr. BELL of Georgia: A bill (H. R. 25295) granting an increase of pension to Mary M. Evans—to the Committee on Pensions.

By Mr. BRANTLEY: A bill (H. R. 25296) granting a pension to Marcus A. Moses—to the Committee on Invalid Pensions.

By Mr. BURKE of South Dakota: A bill (H. R. 25297) granting an increase of pension to Samuel F. Jarvis—to the Committee on Invalid Pensions.

By Mr. FORDNEY: A bill (H. R. 25298) granting an increase of pension to Edgar Knapp—to the Committee on Invalid Pensions.

By Mr. FOSTER of Indiana: A bill (H. R. 25299) granting an increase of pension to David Whitter—to the Committee on Invalid Pensions.

Also, a bill (H. R. 25300) granting an increase of pension to Zachary J. Burns—to the Committee on Invalid Pensions.

Also, a bill (H. R. 25301) granting an increase of pension to Cornelius McGuire—to the Committee on Invalid Pensions.

Also, a bill (H. R. 25302) granting an increase of pension to James F. Thurman—to the Committee on Invalid Pensions.

By Mr. FOWLER: A bill (H. R. 25303) granting an increase of pension to Adeline Brown—to the Committee on Invalid Pensions.

By Mr. FULKERSON: A bill (H. R. 25304) granting an increase of pension to Chauncey H. Graves—to the Committee on Invalid Pensions.

By Mr. HAMILTON: A bill (H. R. 25305) granting an increase of pension to Edgar A. Stevens—to the Committee on Invalid Pensions.

By Mr. HOUSTON: A bill (H. R. 25306) granting a pension to Paul Kerr—to the Committee on Invalid Pensions.

By Mr. HOWELL of New Jersey: A bill (H. R. 25307) granting a pension to Charles Van Allstrom—to the Committee on Invalid Pensions.

By Mr. KINKAID: A bill (H. R. 25308) granting an increase of pension to George D. Williams—to the Committee on Invalid Pensions.

By Mr. LAMB: A bill (H. R. 25309) granting an increase of pension to Joseph Casavaw—to the Committee on Invalid Pensions.

By Mr. MINOR: A bill (H. R. 25310) granting a pension to Margret Harris—to the Committee on Invalid Pensions.

By Mr. PEARRE: A bill (H. R. 25311) for the relief of the Council of Zion Evangelical Lutheran Church, of Williamsport, Md.—to the Committee on Claims.

By Mr. SAMUEL: A bill (H. R. 25312) granting an increase of pension to Minor Hartman—to the Committee on Invalid Pensions.

Also, a bill (H. R. 25313) granting an increase of pension to William R. Johnson—to the Committee on Invalid Pensions.

By Mr. SIMS: A bill (H. R. 25314) for the relief of James M. Sharp—to the Committee on War Claims.

By Mr. SMITH of California: A bill (H. R. 25315) to correct the military record of David Campbell—to the Committee on Military Affairs.

By Mr. THOMAS of Ohio: A bill (H. R. 25316) granting an increase of pension to Richard W. Jones—to the Committee on Invalid Pensions.

By Mr. VAN WINKLE: A bill (H. R. 25317) granting an increase of pension to Susie F. Harrison—to the Committee on Invalid Pensions.

By Mr. WILEY of Alabama: A bill (H. R. 25318) for the relief of John S. May—to the Committee on Military Affairs.

CHANGE OF REFERENCE.

Under clause 2 of Rule XXII, committees were discharged from the consideration of bills of the following titles; which were thereupon referred as follows:

A bill (H. R. 12349) granting an increase of pension to Edgar M. Barber—Committee on Invalid Pensions discharged, and referred to the Committee on Pensions.

A bill (H. R. 23732) granting an increase of pension to Rosanna Kaogan—Committee on Invalid Pensions discharged, and referred to the Committee on Pensions.

A bill (H. R. 25288) granting an increase of pension to Minna Y. Field—Committee on Invalid Pensions discharged, and referred to the Committee on Pensions.

PETITIONS, ETC.

Under clause 1 of Rule XXII, the following petitions and papers were laid on the Clerk's desk and referred as follows:

By the SPEAKER: Petition of legislature of Illinois, for approval of War Department to act granting consent for the construction of a bridge across Hamburg Bay, Calhoun County, Ill.—to the Committee on Interstate and Foreign Commerce.

By Mr. ACHESON: Petition of the American Protective Tariff League, for a dual tariff—to the Committee on Ways and Means.

By Mr. BANKHEAD: Paper to accompany bill for relief of John H. Cummins and Daniel Carroll—to the Committee on War Claims.

By Mr. BARCHFELD: Petitions of citizens of Lyons, Iowa; Philadelphia, Pa., and Pueblo, Colo., against bill S. 5221, to regulate the practice of osteopathy in the District of Columbia—to the Committee on the District of Columbia.

By Mr. BINGHAM: Petition of the Grand Army Association of Philadelphia and Vicinity, against abolition of the pension offices—to the Committee on Invalid Pensions.

By Mr. BRANTLEY: Paper to accompany bill for relief of Marcus A. Moses—to the Committee on Pensions.

By Mr. BURKE of South Dakota: Petition of citizens of South Dakota, for an amendment of the free-alcohol law—to the Committee on Ways and Means.

By Mr. BURTON of Delaware: Petition of railway telegraph operators, for an eight-hour law—to the Committee on Labor.

By Mr. BUTLER of Pennsylvania: Paper to accompany bill for relief of John A. Torrell (previously referred to the Committee on Invalid Pensions)—to the Committee on Pensions.

By Mr. CHANEY: Paper to accompany bill for relief of E. Ross Smith—to the Committee on War Claims.

Also, petition of Fidelity Lodge, No. 109, Brotherhood of Railway Trainmen, for bill H. R. 9328 (the Gilbert anti-injunction bill)—to the Committee on the Judiciary.

Also, petition of Fidelity Lodge, No. 109, Brotherhood of Railway Firemen, of Logansport, Ind., for bill S. 5133—to the Committee on Interstate and Foreign Commerce.

Also, petition of U. S. Grant Post, No. 72, Grand Army of the Republic, favoring restriction of immigration (S. 4403)—to the Committee on Immigration and Naturalization.

Also, petition of the National German-American Alliance, against bill H. R. 13655 (the Littlefield bill for the regulation of commerce)—to the Committee on the Judiciary.

By Mr. COOPER of Pennsylvania: Petition of the National German-American Alliance of the United States, against bill H. R. 13655 (the Littlefield bill)—to the Committee on Interstate and Foreign Commerce.

Also, petition of the American Protective Tariff League, for a dual tariff—to the Committee on Ways and Means.

By Mr. DAVEY of Louisiana: Petition of Crescent City Lodge, No. 399, Brotherhood of Locomotive Firemen, of New Orleans, La., for bill S. 5133 (the sixteen-hour bill)—to the Committee on Interstate and Foreign Commerce.

By Mr. DRAPER: Petition of the American Protective Tariff League, for a dual tariff—to the Committee on Ways and Means.

Also, petition of the National German-American Alliance, against the enactment of bill H. R. 13655 (the Littlefield bill for the regulation of commerce)—to the Committee on the Judiciary.

By Mr. ESCH: Petition of the American Protective Tariff League, for a dual tariff—to the Committee on Ways and Means.

By Mr. FOSTER of Indiana: Petition of Bricklayers' Benevolent Protective Union No. 1, of Evansville, Ind., favoring the extension of the writ of habeas corpus in certain cases (relative to the Moyer and Haywood case)—to the Committee on the Judiciary.

By Mr. FULLER: Petition of the Sanders Brothers Manufacturing Company, of Ottawa, Ill., against the undue restriction of immigration—to the Committee on Immigration and Naturalization.

Also, petition of the Grand Army Association of Philadelphia and Vicinity, against abolition of the pension agencies—to the Committee on Invalid Pensions.

By Mr. GILMAN: Petition of the Alliance of German Societies, of Fort Wayne, Ind., against the Lodge-Gardner bill—to the Committee on Immigration and Naturalization.

By Mr. GRAFF: Petition of Peoria Division, No. 79, Order of Railway Conductors, for bill S. 5133 (the sixteen-hour bill)—to the Committee on Interstate and Foreign Commerce.

By Mr. GRAHAM: Petition of the Council of Jewish Women, for a commission to investigate the entire question of immigration—to the Committee on Immigration and Naturalization.

Also, petition of the American Protective Tariff League, for a dual tariff—to the Committee on Ways and Means.

Also, petition of McKees Rocks Division, No. 201, Order of Railway Conductors of America, for bill S. 5133—to the Committee on Interstate and Foreign Commerce.

Also, petition of citizens of Allegheny County, Pa., for increase of salaries of post-office clerks and carriers—to the Committee on the Post-Office and Post-Roads.

Also, petition of the National German-American Alliance, against the Littlefield bill (H. R. 13655)—to the Committee on Interstate and Foreign Commerce.

Also, petition of Weil & Thorp, of Pittsburg, Pa., against restriction of immigration—to the Committee on Immigration and Naturalization.

By Mr. GROSVENOR: Paper to accompany bill for relief of William Green—to the Committee on Invalid Pensions.

By Mr. HAYES: Petition of the Grand Army Association of Philadelphia, against abolition of pension agencies—to the Committee on Invalid Pensions.

Also, petition of the California Bankers' Association, for an amendment to the railway rate bill to provide for a uniform bill of lading—to the Committee on Interstate and Foreign Commerce.

Also, petition of the Fruit Growers' Convention of California, for such modification of the Chinese-exclusion act as will permit the enactment of laws making possible restricted immigration of laborers irrespective of nationality—to the Committee on Foreign Affairs.

By Mr. HILL of Connecticut: Petition of Barnett Burman and others, of New Haven, Conn., against restriction of immigration—to the Committee on Immigration and Naturalization.

By Mr. HUMPHREY of Washington: Paper to accompany bill for relief of heirs of Francis Griffin—to the Committee on War Claims.

By Mr. KAHN: Petition of George J. Finn and 16 other residents of San Francisco, against employment of Asiatics on the canal—to the Committee on Foreign Affairs.

By Mr. LACEY: Paper to accompany bill for relief of Charles L. Simmons—to the Committee on War Claims.

By Mr. MANN: Paper to accompany bill for relief of William S. Frost—to the Committee on Invalid Pensions.

By Mr. MOORE of Pennsylvania: Petition of the National German-American Alliance, against bill H. R. 13655 (the Littlefield bill for the regulation of commerce)—to the Committee on the Judiciary.

Also, petition of Robert Miller et al., citizens of Philadelphia, favoring restriction of immigration (S. 4403)—to the Committee on Immigration and Naturalization.

By Mr. OVERSTREET of Indiana: Petition of the Alliance of German Societies, State of Indiana, against the Lodge-Gardner bill—to the Committee on Immigration and Naturalization.

Also, petition of the Brotherhood of Railway Trainmen, Fidelity Lodge, No. 109, for the anti-injunction bill—to the Committee on the Judiciary.

Also, petition of the Brotherhood of Railway Trainmen, Lodge No. 109, of Indianapolis, Ind., for bill S. 5133 (the sixteen-hour bill)—to the Committee on Interstate and Foreign Commerce.

By Mr. REYBURN: Petition of the National German-American Alliance, against bill H. R. 13655 (the Littlefield bill)—to the Committee on the Judiciary.

By Mr. REYNOLDS: Papers to accompany bills for relief of Richard C. Weir and Robert M. Musser—to the Committee on Invalid Pensions.

By Mr. RYAN: Petition of District Grand Lodge No. 1, B'nai B'rith, of New York City—to the Committee on Immigration and Naturalization.

Also, petition of the National German-American Alliance, against bill H. R. 13655 (the Littlefield bill for the regulation of commerce)—to the Committee on the Judiciary.

By Mr. SMITH of Arizona: Paper to accompany bill for relief of Jose Manuel Jarmillo—to the Committee on Invalid Pensions.

By Mr. STEENERSON: Petition of P. S. Friday et al., to amend the pure-food bill—to the Committee on Interstate and Foreign Commerce.

By Mr. WHARTON: Petition of the National German-American Alliance of the United States, against bill S. 4403—to the Committee on Immigration and Naturalization.

By Mr. WILEY of Alabama: Paper to accompany bill for relief of John S. May—to the Committee on Military Affairs.

SENATE.

SATURDAY, *February 2, 1907.*

Prayer by the Chaplain, REV. EDWARD E. HALE.

The Secretary proceeded to read the Journal of yesterday's proceedings, when, on request of Mr. KEAN, and by unanimous consent, the further reading was dispensed with.

The VICE-PRESIDENT. The Journal stands approved.

DECISIONS IN PATENT CASES.

The VICE-PRESIDENT laid before the Senate a communication from the Secretary of the Interior, transmitting, pursuant to law, a letter from the Commissioner of Patents and accompanying copy of decisions of the Commissioner of Patents of the United States courts in patent cases for the year 1906; which, with the accompanying paper, was referred to the Committee on Patents and ordered to be printed.

EAST WASHINGTON HEIGHTS TRACTION RAILROAD COMPANY.

The VICE-PRESIDENT laid before the Senate the annual report of the East Washington Heights Traction Railroad Company of the District of Columbia, for the fiscal year ended December 31, 1906; which was referred to the Committee on the District of Columbia, and ordered to be printed.

FINDINGS BY THE COURT OF CLAIMS.

The VICE-PRESIDENT laid before the Senate a communication from the assistant clerk of the Court of Claims, transmitting a certified copy of the findings of fact filed by the court in the cause of Cornelius F. Terrill, Cordelia I. Terrill, and Vira R. Terrill-Harper, heirs of Richard Terrill, deceased, *v.* The United States; which, with the accompanying paper, was referred to the Committee on Claims, and ordered to be printed.

CREDENTIALS.

Mr. CLARKE of Arkansas presented the credentials of Jefferson Davis, chosen by the legislature of the State of Arkansas a Senator from that State for the term beginning March 4, 1907; which were read, and ordered to be filed.

MESSAGE FROM THE HOUSE.

A message from the House of Representatives, by Mr. C. R. MCKENNEY, its enrolling clerk, announced that the House had passed the following bills; in which it requested the concurrence of the Senate:

H. R. 21383. An act providing that terms of the circuit court of the United States for the western district and of the district court of the United States for the northern division of the western district of the State of Washington be held at Bellingham;

H. R. 24374. An act to fix the boundaries of lands of certain landowners and entrymen adjoining the Coeur d'Alene Indian Reservation;

H. R. 24473. An act to define the status of certain patents and pending entries, selections, and filings on lands formerly within the Fort Berthold Indian Reservation in North Dakota;

H. R. 24989. An act to provide for the commutation for town-site purposes of homestead entries in certain portions of Oklahoma;

H. R. 25034. An act to change the time of holding circuit and district courts of the United States for the middle district of Tennessee; and

H. R. 25041. An act to provide for the creation of additional land districts in the district of Alaska.

PETITIONS AND MEMORIALS.

The VICE-PRESIDENT presented a petition of the Affiliated Business Men's Association of St. Louis, Mo., praying that an appropriation be made for the construction of a deep waterway from the Lakes to the Gulf; which was referred to the Committee on Commerce.

He also presented a petition of the Association of Pattern Makers of District A, in the State of Massachusetts, praying for the enactment of legislation to provide for an increase in the salaries of Government employees; which was referred to the Committee on Appropriations.

He also presented petitions of the Woman's Christian Temperance Unions of South Bend, Mooresville, Marion, Hebron, Holton, Salem, Eagletown, Hartsville, Monrovia, Carmel, Plainfield, College Corner, Bath, Anderson, Redkey, and Economy, all in the State of Indiana, praying for an investigation of the charges made and filed against Hon. REED SMOOT, a Senator from the State of Utah; which were ordered to lie on the table.

Mr. CULBERSON. I present as a memorial, by request, a series of resolutions adopted at the tenth annual convention of the American Live Stock Association, held at Denver, Colo., January 22–23, 1907, relative to car shortage. I ask that the resolutions be printed in the RECORD and referred to the Committee on Interstate Commerce.

There being no objection, the resolutions were referred to the Committee on Interstate Commerce and ordered to be printed in the RECORD, as follows:

[Resolution adopted at the tenth annual convention of the American National Live-Stock Association held at Denver, Colo., January 22 and 23, 1907.]

Whereas many of the railroads have failed to supply themselves with sufficient facilities to perform their duties as common carriers in receiving and transporting freight throughout the western half of the United States, where live-stock raising and feeding and shipping is a most extensive and important industry, and have failed to furnish cars in which live stock could be shipped to market to such an extent that tens of thousands of cattle and sheep could not during the past season be marketed, and have failed to supply cars for such great length of time after orders have been given therefor that a large proportion of the live stock marketed were so much delayed, generally for weeks and in many instances for months, that they lost seriously in flesh and condition, and after cars were supplied and live stock loaded have moved the same at such slow rate of speed and otherwise delayed shipments as to seriously damage such live stock; and

Whereas this treatment of the live-stock industry of the country has been growing worse year by year and has cost the producers millions of dollars, reaching the appalling condition during the past season of forcing many shippers practically out of business, probably bankrupting some and seriously injuring and demoralizing the entire live-stock business, particularly in the Southwest; and

Whereas there are, as a whole, more stock cars and have been fewer shipments the past season than heretofore, and it is our belief from observation, experience, and from what we can ascertain that there has been a reckless indifference of the railroad management in the localities where this disastrous condition has existed in supplying themselves with stock cars or in utilizing what they have been able to obtain to transport live stock, either permitting the cars to stand idle, as has often been the case, or using them in transporting other traffic at a time when live stock was being held for shipment and fast depreciating in value, thereby producing a wanton destruction of property; and

Whereas there exists no adequate means of compelling the railroads to perform their duty to furnish cars and perform the transportation service in reasonable time, if at all, and no means of securing adequate redress for failure of the railroads to perform those duties, where they fail to do so; and

Whereas there is no way by which one railroad can compel its connecting line to exchange empty cars for loaded cars of live stock or to receive and forward live stock in the cars in which they are loaded; and

Whereas the refusal of railroads to permit cars to go off their own line and to deliver cars to other lines has to a great extent impaired the efficiency of the cars which should be available and placed it beyond the power of many railroads to secure cars or a return of cars or exchange of cars, and in this way demoralized the railroad service; and

Whereas it is our earnest belief, concurred in by all those who investigate the subject, that the free exchange of cars and the thorough and rapid transportation of live stock is the only way in which this unbearable condition can be relieved; and

Whereas we believe that if left to themselves the railroads will not better conditions, at least not relieve them, in absence of some law which compels a free exchange and interchange of cars to enable each road to get back empty cars for loaded cars delivered to its connection, and a law which fixes penalties to compel the furnishing of cars to shippers and the exchange and interchange as between railroads; and

Whereas there has been introduced in the Senate of the United States by the Hon. C. A. CULBERSON, United States Senator from Texas, a bill (S. 7887) declaring it to be the duty of railroads subject to the act to regulate commerce to provide sufficient facilities to perform with dispatch their duties as common carriers in furnishing cars and transportation for shipment of all freight, including live stock, and to promptly transport same and to exchange loaded and empty cars and otherwise to provide sufficient facilities, fixing penalties for failure of such duties and giving to the shipper the right to recover in any court of any State or Territory having jurisdiction his damages and attorney's fees, and in case of failure to furnish cars for shipping live stock double the damages sustained, and also empowering the Interstate Commerce Commission to enforce penalties for violation of the act and to make rules and regulations with respect to the time and manner of giving notice for cars, furnishing cars, exchange and interchange of cars, and all needful rules and regulations in the administration of such law and to compel its observance, and providing rules applicable to the different classes and kind of freight and the varying circumstances and conditions of shipment; and

Whereas we believe that the enactment of said bill into law will speedily remedy the deplorable conditions herein set forth, and that some such measure is imperatively necessary: Now, therefore, be it

Resolved by the American Live Stock Association in convention assembled at Denver, Colo., January 22 and 23, 1897, That we heartily indorse said bill and recommend to our Senators and Congressmen from all of the Western States, from which this association draws its membership, that the same be passed; and further be it

Resolved, That copies of this resolution be promptly printed and sent